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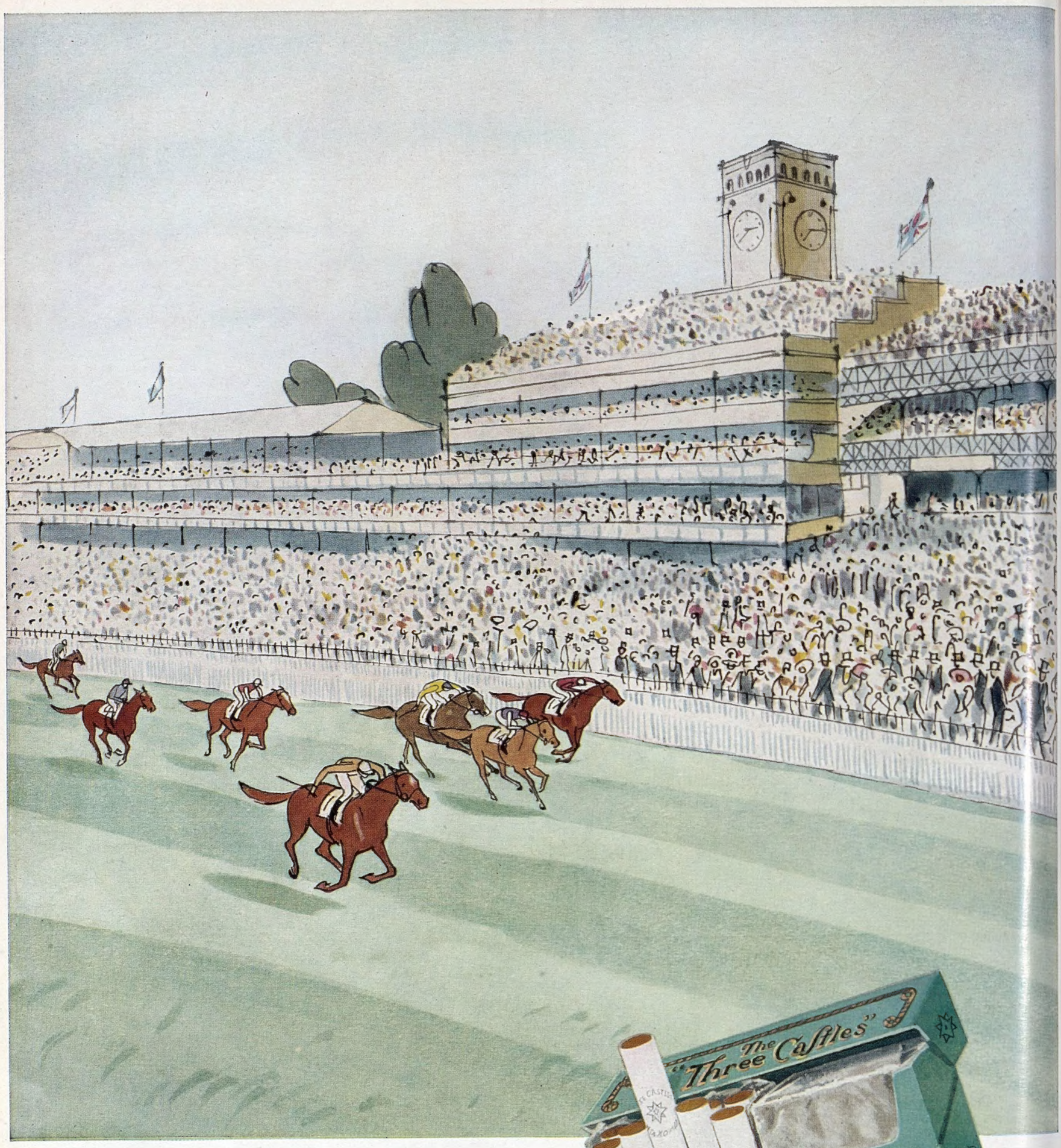

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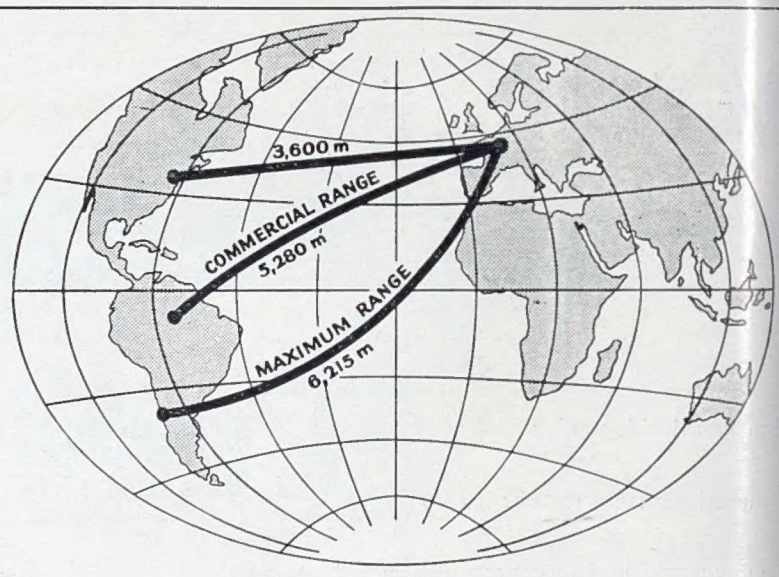

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Volume CCXXXI No. 3002 The SPHERE, London, October 12, 1957

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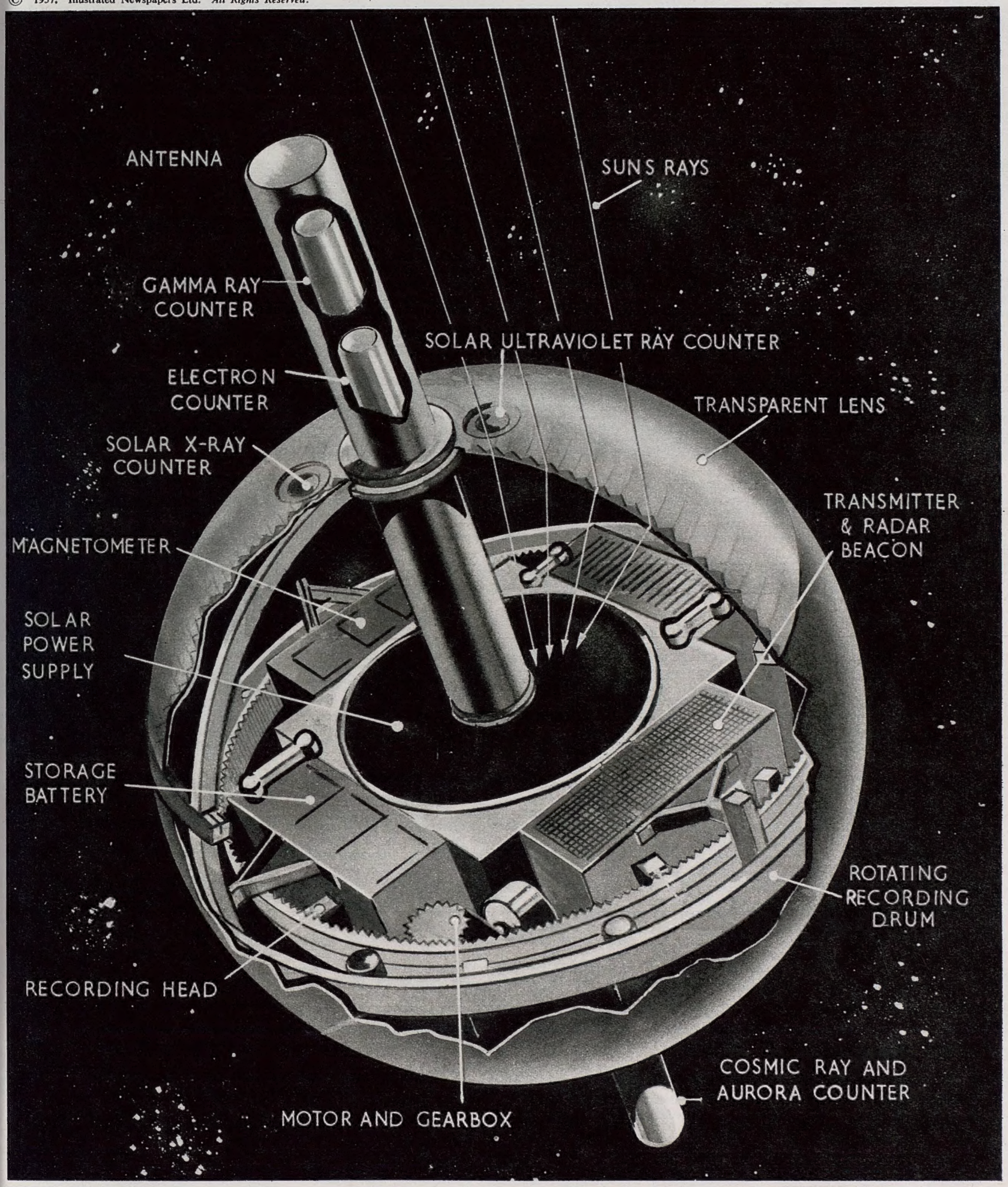


CIRCLING THE EARTH—RUSSIA LEADS THE WORLD BY LAUNCHING THE FIRST MAN-MADE EARTH SATELLITE: The successful venture has preceded the launching of the projectile which the United States are arranging for the International Geophysical Year. This drawing, originally published in "The Sphere" two years ago, represents the type of satellite which American engineers are developing. The Russian satellite was at first reported to be far heavier than the American.

The first news last week-end of the successful launching by the Russians of a man-made earth satellite was made from Moscow in a Tass agency announcement. Observers in the Western world immediately went into action and the satellite's progress round the world was carefully recorded. Wireless signals sounding like short chirps were recorded by stations along its trajectory. In Russia the satellite has been described as spherical, having a diameter of 23 ins. and weighing 184 lb. (although this figure was not confirmed). In its journey round the world it is believed to be travelling at a speed of more than 18,000 m.p.h. Each circuit of the earth takes 1 hour 35 mins. The success of the launching would be all the more important for the Russians if the satellite were as heavy as originally claimed. The next satellite which the Russians will launch will, like the one in America, be for the International Geophysical Year, but this is expected to carry animals. (See also pp. 44–45.)

Postage—Inland, 4d.; Canada, 1½d.; Elsewhere Abroad, 4½d.

AN ANNUAL OCCASION UNDER LONDON BRIDGE: A general view of the candlelit cellars of J. L. P. Lebègue and Co. Ltd., under London Bridge during the annual tasting of French wines. As usual, the specimens of wines, which this year numbered over 200, were displayed on long tables and grouped in districts and vintages, mainly from 1952 onwards. The Lebègue Wine Week, attended by distinguished connoisseurs and members of the wine trade, is probably the most important of its kind in the world. For the first time at the tasting, Mr. Guy Prince, managing director of the company, was wearing the ribbon of the Légion d'Honneur, awarded to him for his services to the French wine trade.

TESTING THE WINE FOR COLOUR AND BOUQUET: Simon, President of the Wine and Food Socie cussing a wine with Mr. Ernest Marples, the P General, in the Lebègue cellars under Lond

A London Newsletter

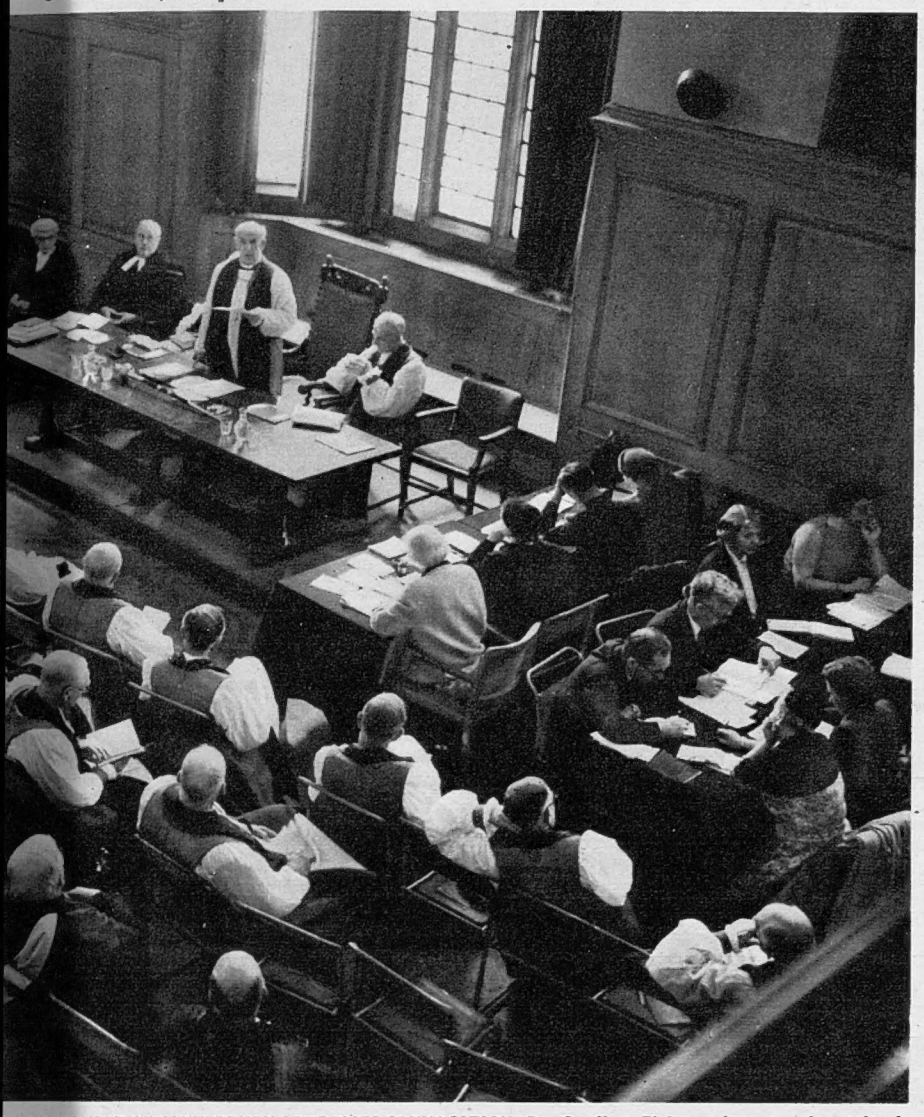
195-198, STRAND, W.C.2.

The Party Conferences.—Before this Newsletter is a back-number we shall have a better idea of what the leaders and the rank and file of the two major parties really think about the inflation crisis and latest remedies, if we can succeed in separating the chaff of personal insults and party scores from the essential wheat. The Socialists were bound to condemn the 7 per cent. Bank Rate as unnecessary or too late, or too high, or ill-timed, or likely to endanger productivity or, worse still, full employment. But condemnation without constructive alternatives will cut no ice with people who use their minds, even if they are, politically, wobblers. At the moment, the leaders and the party may have bright alternative cures in mind, but they have not made much effort to clarify them. The Conservatives at their Conference will no doubt ration the motions tabled. Some of them are very outspoken and critical of the Government, though all were submitted many weeks before the Bank Rate decision. On that account they must be the clearer indication that many Government supporters have long been critical of the Government's complacency and inertia. These resolutions must certainly call forth the most closely-reasoned defence by Ministers if the party meeting is not to end in bitter dissatisfaction and even splits. They usually end in a smooth cementing and a surface solidarity in both parties, and if frankness is met by convincing frankness in argument, no doubt it will be so again with both Conferences. It is very necessary with all concerned that it should be so. The nation might have been gainers by these Conferences if both parties could have emerged from them united at least in acceptance of the chief causes of our crisis. It would be too much to expect agreement within the parties, let alone by the parties, on all the first-aids and essential remedies.

Sterling Worth.—"By their fruits ye shall know them." That is true of fig trees and of individual men, and what is true of individuals is true of nations—individuals in the mass. A man gains the confidence of his neighbours in his bond and in his performance when he works hard and with regularity, when his brain and hands are united in a determination to give of his best to his job, to resist extravagance and save for his old age. It is the same with nations. In principle, the same simple rules will keep it solvent and give it the trust and respect of other nations. No doubt in the case of nations many complications haze the basic simplicity of the inexorable economic truths. But the fact remains. Neighbours and clients have no inclination to look elsewhere for services while they employ a man of sterling worth, nor to look for faults in the job he does nor ring the change he gives them over the counter. It is only when his workmanship and his stability are suspect that they look closer and suspiciously. With nations as with men, brain and hands must co-operate in good intentions, Government and employers and workers. It is lack of unity in the Government's tardy measures to save sterling and to check inflation which may delay or destroy our hopes. The objective is not the first only. It is twofold, and the two are one, and the first is caused by the second. Until this nation has united to accept the simple truth that internal inflation is the prime cause of the assault on sterling and that the prime causes of inflation are wages for ever rising above production, extravagance in Government and private spending, extravagance in benefits which have not been earned, a disinclination to work, an inordinate desire for more to spend on recreation . . . so long will sterling be suspect.

Unscrambling.—When Whig and Tory, Liberal and Conservative, were the alternative parties, the modern party fashion of undoing the legislative work of their rival was rare. Perhaps the older parties were nearer together, or more concerned with the nation's comfort and welfare, or less sure of their own wisdom. Nowadays the unhappy public is kept on tenterhooks and has no stability or security of tenure in planning their individual economy. We recognise that a change of party in Government may throw existing legislation into the melting-pot and that what we have become accustomed to will be undone. Road transport and steel are instances in point. Now the Rent Act is threatened by the Socialists with unscrambling before the effect of legislation has a chance to prove itself for good or ill. In its way, this vendetta of undoing is comparable to the struggle for power in the Kremlin and is no less unsettling to the public and suggestive of party strategy and a struggle for power among politicians. It implies that the first months of a new Government of the opposite party are devoted to unconstructive work—undoing and its consequent unsettling—while matters of urgent attention are postponed. And the unhappy public are all too conscious that these promises of "righting the wrongs done by the party in power" are vote-catching devices adopted to a votes of disgruntled or impatient electors. Mr. Gaitskell has his own "Kremlin" anxiet his personal survival, but he might think out s more practical than knocking down his riva because his own sand-castle has washed away. his charge of "War on the Unions," nor his cry o to the Rent Act" sound well on the lips of a offers himself as an alternative Premier, least his country's crisis and in the teeth of his earl patriotic) assurances and (more practical) re Offering nothing constructive in exchange, he an and Cousins incite to (and proclaim to the wo war in industry. Can party strategy sink lowe

In Ghana was a Voice Heard.— and believe that Ghana's Minister of the Int reported out of his context by Opposition ne although what he appeared to admit having said enough. Ghana's birth-pangs were bound to and prolonged, and Mr. Edusei appears to hav the education nor the experience nor the tempera a Minister primarily responsible for proving Government is well fitted to initiate democratic ment with due regard to the rights of minori opposition parties. The worst errors which such a of such a Government in such circumstances can are to rattle the sabre of power, to voice his own opinions and idiosyncrasies and to call those who him by hard names. Nor is he called on as ye up a vigorous defence of his leader. For my part always felt great anxiety about Ghana's swift pr to independent status in the Commonwealth, and never understood why the principle has not been



ARCHBISHOP OF CANTERBURY ADDRESSES CONVOCATION: Dr. Geoffrey Fisher reiterates the attitude of the Church towards the remarriage of divorced persons at the Autumn Session of the Convocation of Canterbury in full synod at Church House, Westminster. During Convocation last week the members again turned their attention to the revision of canon law and considered the proposals on vestments and of the bread and wine at Holy Communion.

A LEGAL PROCESSION FROM WESTMINSTER ABBEY: Judges walk from the Abbey towards the House of Lords after attending the service traditionally held to mark the opening of the Michaelmas term of the legal year. They had to have the buckles of their shoes blackened because of the Court mourning for King Haakon. After the service, they attended a reception at the House of Lords.

t those ear-marked for Cabinet appointments need t a long graduation in statesmanship (which is not an y or innate quality) before they are permitted to settle destinies of a newly-enfranchised nation. From the t it was obvious that the State of Ghana would be t with racial jealousies and suspicions, at once fierce d unbending, often childish and petty. It would in early development be like a school of rather refractory d undisciplined boys, and the success of the experi- nt would depend on the character, training, experience d restraint, of the teaching staff. Two years of pre- inary training, attached to Ministers of an established nstitution, would not be too much to equip such nisters for their tasks before the experiment in self- vernment was launched. As things are, after the first ef enthusiasm had died down, the jealousies and uabbles began, and both the staff and the schoolboys ıst learn the business of governing and being governed, thout previous training, by trial and error.

High Cost of Production.—The United ates, by trial and error, has come to the conclusion ıt the cost of perfecting the inter-continental rocket or Atlas" missile (the U.S. version of the U.S.S.R.'s imed patent) will be more than double the cost of rfecting the H-bomb—say, 5,000,000,000 dollars. It is ot of money even for America to spend with to-day's oney values; and the money has to be earned. People America must be thinking to-day that—in a more vial sphere of accountancy, at least—the cost of pro- cing a literate piccaninny is inordinately high. What th tanks, aeroplanes and the mobilisation and movement troops and police, it must have cost a biggish capita- n fee to bring half a dozen black children safely to their sks at Little Rock High School, and American tax- yers must hope that the expenditure has been justified d that henceforth all children entitled to learn their letters will creep unwillingly to school under their own steam. In one particular these two instances of the high costs of production may be compared. The little affair at Little Rock no doubt was worth spending money on. An educated democracy is an advantage to civilisation and to a civilised nation. An inter-continental rocket is a less obvious advantage to civilisation.

Who Governs Britain?—*The Times* last week asked this question in reference to a symposium of study-groupers in *The Twentieth Century*. Some of the team supply surface, trivial answers, merely echoing the grouses of the "man in the street," that impatient, patient ass. Others dig deeper into the unknown with graphs and consider the interrelation of a multiplicity of authorities and decide how far a complex democratic polity should balance the will of the people, always local and individualistic, against the needs of the nation, the greatest good of the largest number. The majority finding of the serious investigators seems to be that Government and Parliament certainly do not govern Britain if they fail to weigh conflicting claims impartially, if they hear the loudest voices and bow to the most powerful demands, are deaf to the weaker voices and sacrifice those interests less organised for defence; in short, if they suffer any interest group to dominate or to threaten. Both main parties dread this; hence their cries of "Domination by the City" or "T.U.C. dictatorship." There is no smoke without fire. If you examine the serious investigations of the sleuths, you will be convinced of the dangers that lie in the elaboration and multiplicity of authorities, some new, some very old, which seek to control and govern a half-baked democracy, still suffering from the unseating of reason and discipline that follows wars. In despair, you may succumb, as I do, to joining the ranks of the "trivial" or surface investigators and to declare that Britain is governed by the loudest voices bawling into the longest ears, by power groups with the largest circulations or equipped with the most powerful armaments to enforce their wills or resist control.

Committal Proceedings and Secrecy.—I make no doubt that juries are "innocently" prejudiced by the Press publicity given to certain sensational crimes during the committal stage. Try as they will, jurors cannot expunge from memory suggestive points made by prosecuting counsel and prejudiced witnesses, splashed in sensational headlines in the Press. The bias remains despite every effort to start from scratch, to rely only on trial evidence and to regard the accused as innocent as he enters the dock. But I make no doubt that the Magistrates' Association is right in recommending no change in committal proceedings. The public suspects secret hearings and in regard to the proceedings of lay magistrates, all legal authorities of late years have urged the principle that justice should be *seen to be done*, even to the extent of limiting the calling-in of the Clerk to the Justices' room for consultation strictly confined to the determination of a point of law. The Press is very watchful in such matters, and anything proposed to curtail its right of reportage is harshly commented on. But there are reporters and reporters, and there may be excellent grounds for giving magistrates the power to forbid publication in whole or part of speeches or evidence deemed to be irrelevant or otherwise prejudicial to the accused if they go beyond the bare minimum required to justify a decision to commit for trial. That power should not include suppression of the name of the accused or of the charges preferred against him. In my experience of more than twenty years, lay magistrates, dealing with committals, are as judicial and as watchful of the interests of the accused (or more so) as in summary trials. I think a power to suppress suggestion or evidence likely to be sensationalised in the Press and redundant to what is necessary for a decision to commit, would be safe in their hands, whereas hearings in private would soon evoke suspicion and public criticism.

Threepenny Postage.—We now begin to think twice before writing a letter. It is 117 years since Rowland Hill introduced penny postage, the will of the people triumphing over the doubts of the Government. I don't think the will of the people backed the Government's decision to introduce threepenny postage. Of course we shall get used to it in no time. We should feel suspicious and uncomfortable if any necessity in goods or services were reduced in price, and by the end of October we should be safely re-inoculated to ever-rising costs for every mortal need. I should worry less if they had kept their itching palms off postcards. I have no secrets to convey to correspondents and, as a family, we have long since become adepts at the "informative postcard." The gentlest art has suffered and declined from many enemy activities—the telephone, swift travel, wireless, and so on. Threepenny postage gives it one more vigorous punch. If the powers-that-be had stepped-up postage rates on glossy company reports and luxury advertising matter, pools and other gambling propaganda, and all the rubbish sent out on "dead" mailing-lists, we might have been spared penal taxation of what survived of a civilised art and pleasure, with no great loss to production and to our economy and welfare. We may expect soon to be taxed for sitting in the sun (if it should shine) in our own back-yards or looking at a beautiful view (if any survive) from a public-access hilltop.

THE OLD STAGER

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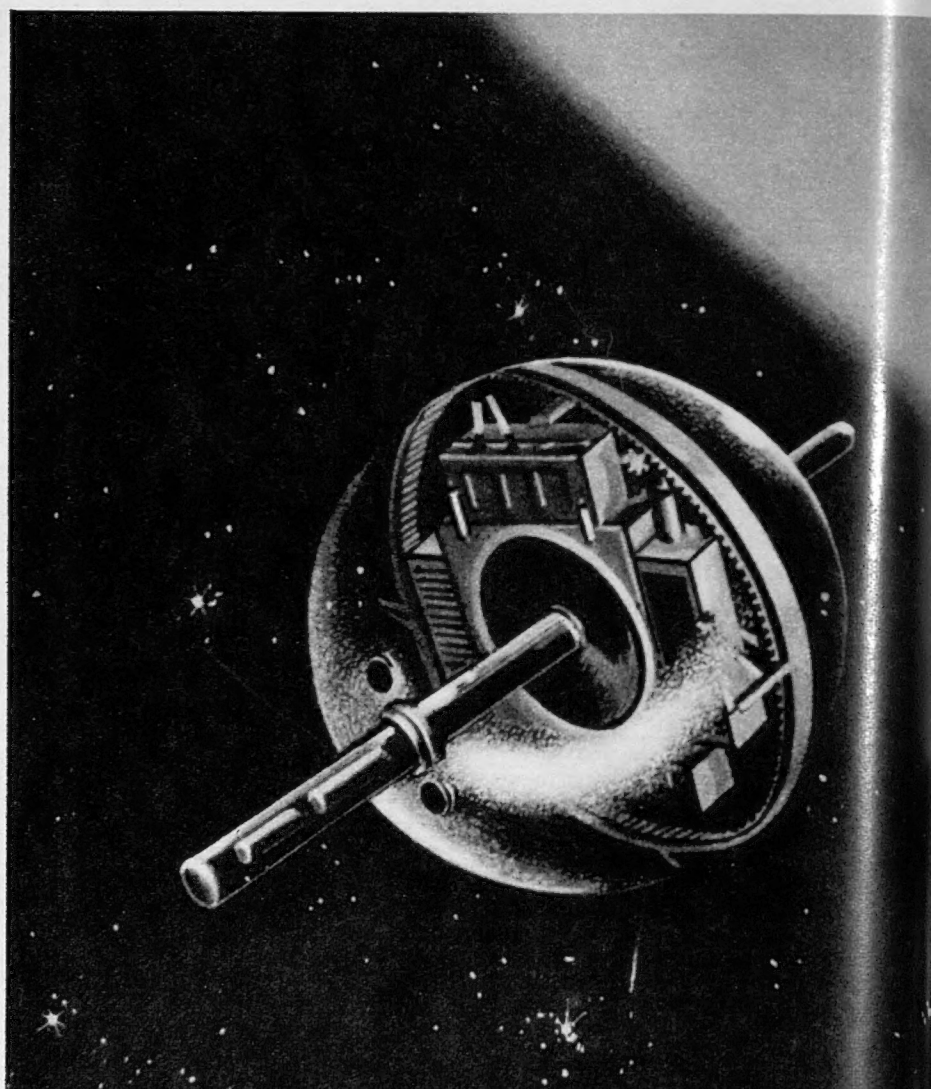
rders for subscriptions to THE SPHERE *should be handed to any bookstall or newsagent, or addressed to the Subscrip- n Department,* THE SPHERE, *Ingram House,* 195-198, *rand, London, W.C.2. The rates for* 12 *months, including hristmas Number, for Great Britain and Eire, are* £6 6*s.; months and Christmas Number,* £3 5*s.* 6*d.; 6 months with- t Christmas Number,* £3 1*s.; 3 months (no extras),* 10*s.* 6*d. For Canada the rates for the same periods are* 14*s.* 6*d.;* £2 19*s.* 6*d.;* £2 15*s.; and* £1 7*s.* 6*d. For the .S.A. the rates for the same periods are* $18.50; $9.50; 9.00; *and* $4.50; *and for elsewhere Overseas* £6 8*s.* 6*d.;* 6*s.* 6*d.;* £3 2*s.; and* £1 11*s. All terms above include postage.*

TRACKING THE COURSE OF THE RUSSIAN SATELLITE ON BOTH SIDES OF THE WORLD : *Left*—With the help of a massive globe, technicians at the Moscow Planetarium orbit of the satellite. *Right*—A similar scene at the Mullard radio astronomical observatory at Cambridge, in England, showing the members recording its The satellite, according to Russian statements, contains no instruments other than wireless transmitters. It has been described as the "simplest kind of ba

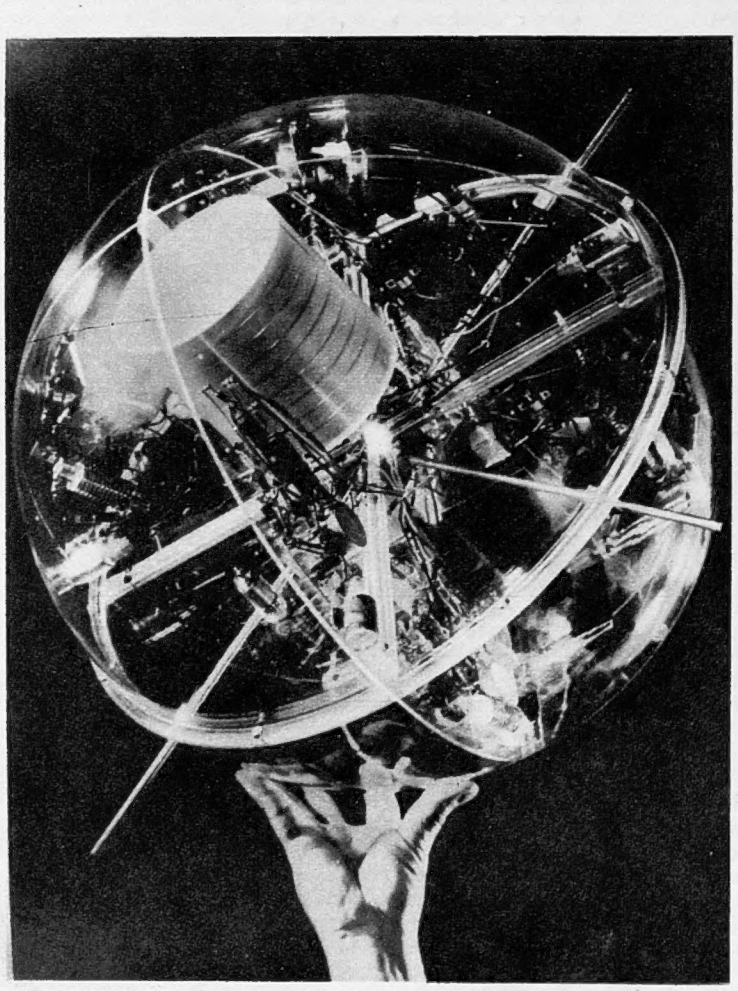
TOASTING THE SUCCESS OF THE LAUNCHING OF THE WORLD'S FIRST EARTH SATELLITE: Russian scientists, attending the International Geophysical Year Conference on rockets and missiles, drink a toast in Washington. From left they are : Mr. S. M. Poloskov, Mr. A. A. Blagonravov, leader of the party, and Mr. A. M. Rasatkin. Mr. Blagonravov is believed to have had a direct hand in the achievement of the Russian satellite.

CIRCLING THE EARTH

The Russian Satellite is Compared with the Projectile Which the Americans are Expected to Launch in the Spring

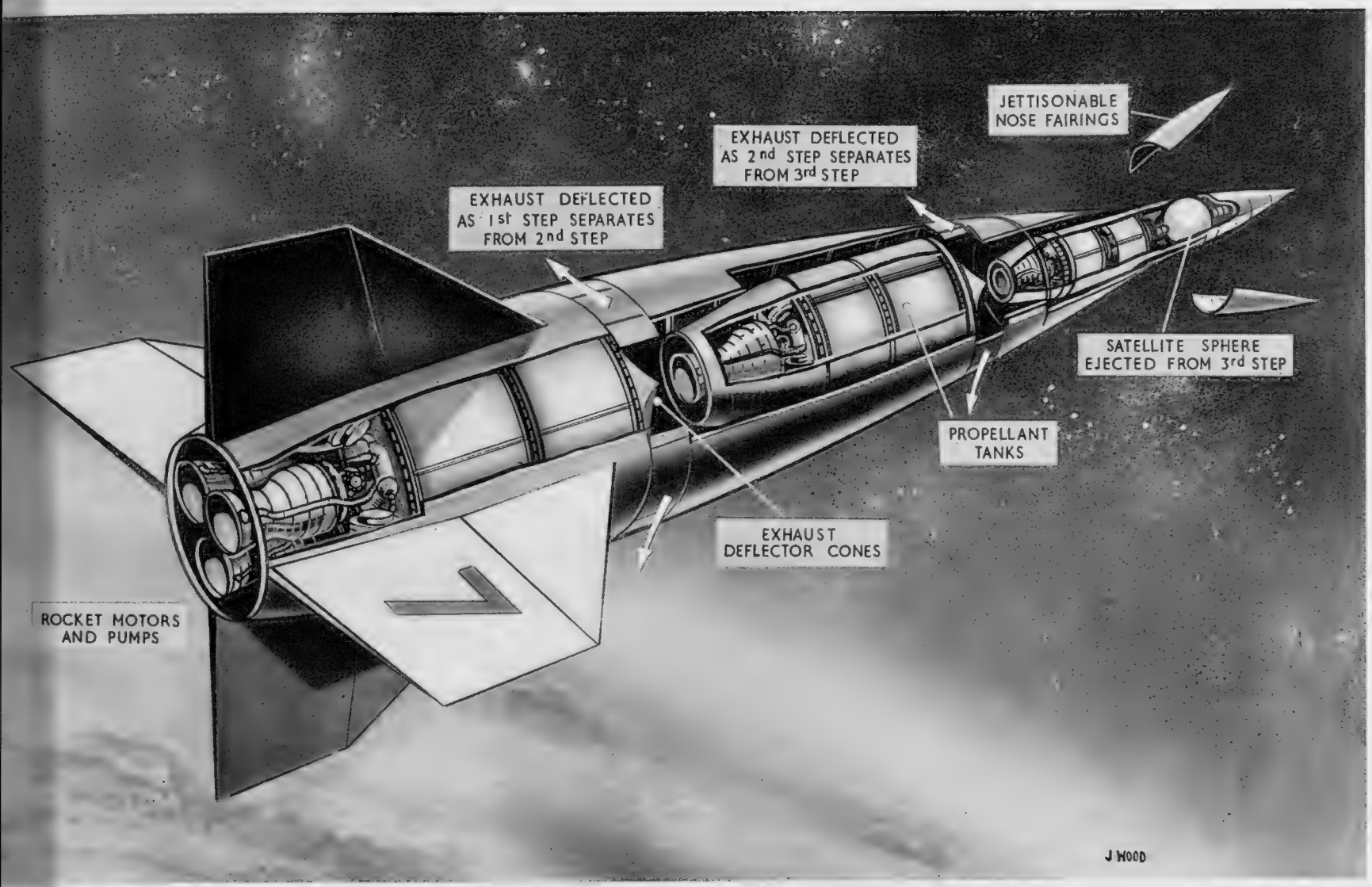


THE SATELLITE WHICH IS NOW SOARING ROUND THE WORLD : A Russian artist's impression, pr the magazine *Ogoniok*, of the Russian-made earth satellite which is revolving round th along an elliptic trajectory at a height of about 560 miles. Its progress round the e being recorded by continuous signals which are being given out by two radio trans

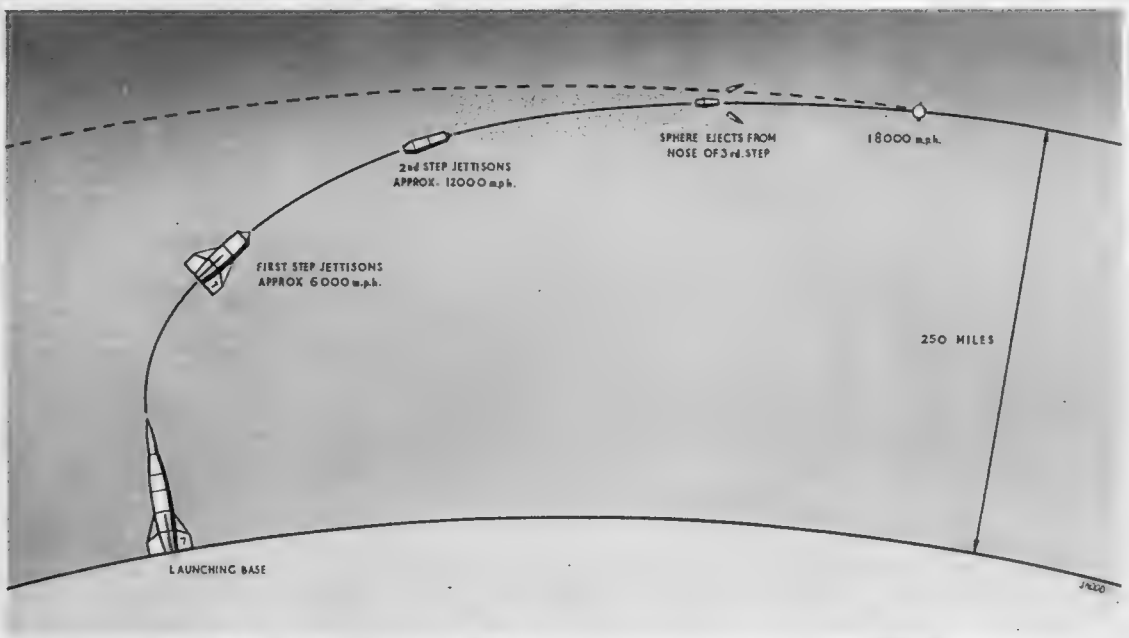


AMERICAN MODEL: It is in the American Museum-Hayden Planetarium in New York, and is a model of the American earth satellite. The model represents a weight of 25 lb. In measurement, it is 18 ins. in diameter, compared with the 23 ins. of the Russian satellite.

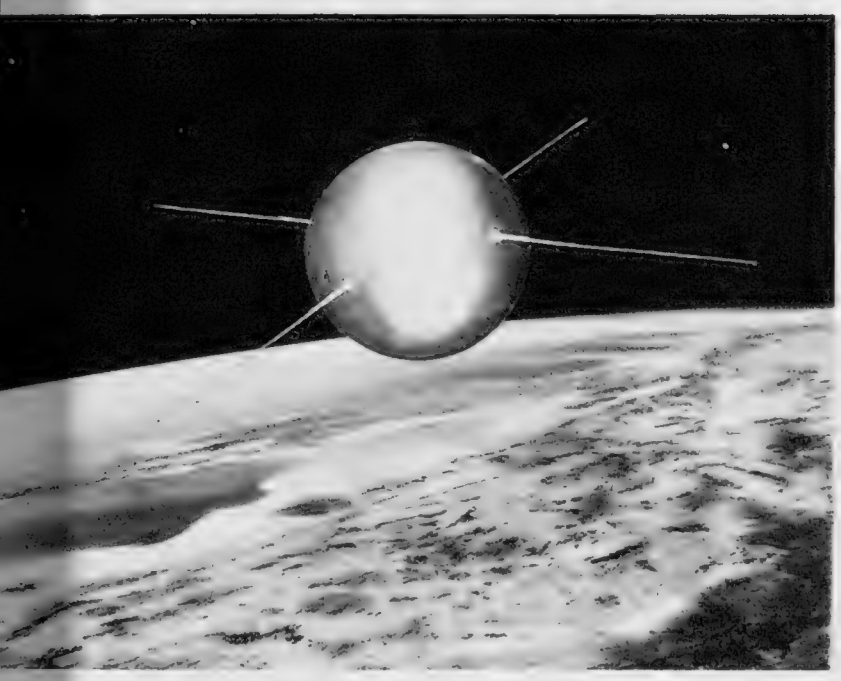
The Russians have described their first earth satellite as "purely experimental." As they were not sure if it would work, it had not been announced in advance. Nobody, explained Professor Blagonravov, should have anything to fear from the Soviet satellite, which was aimed at eventually carrying human beings into space. He denied that the satellite launching was intended to give the Soviet Union a propaganda advantage, and said that it was only for scientific purposes. No one, it appears, knows just how long the satellite will remain in its orbit, but by last Sunday night it had completed its twenty-seven of the earth. It is possible that it was la north of the Caspian Sea in a north- direction. The rocket which carried the into space left the earth at a rate of five second. Meanwhile, in America work going ahead on the construction of the U.S. satellite which is to be launched in con with the International Geophysical Year project is known as "Operation Vanguard several of the pictures on these pages artist's impressions or models of the pro



CHING THE AMERICAN SATELLITE: This artist's impression, originally printed in "The Sphere" in August 1955, shows the three rockets in one which will carry the satellite to its orbit. As each succeeding step of the rocket separates and falls away, a parachute will automatically open to aid recovery. At the time of the original reproduction in "THE SPHERE" the type of propellants to be used had not been made known. All energy for the motor and radio transmitters of the satellite, it was stated in 1955, would be obtained from the sun. The satellite will automatically signal back to earth readings taken by the many and varied instruments packed into its small dimensions. There is a proposal that before the first American satellite is launched, an empty ball is most likely to be fired to an altitude of about 250 miles. This would give some information about the projectile's track. Like the Russian satellite, it is expected to circle the earth at a speed of about 18,000 m.p.h., and that the journey would take roughly ninety minutes. In the launching of the Russian satellite it is thought that something like an inter-continental ballistic rocket must have been used.



right—
M LAUNCHING BASE TO ORBIT—LOOKING AHEAD TO THE FORTHCOMING AMERICAN LAUNCHING: The diagram shows the approximate course taken by the group of rockets from take-off until the time when the satellite is ejected into orbit.



EARCH FOR THE AMERICAN SATELLITE: *Left*—The photograph, taken from an altitude of 143 miles during a rocket test, provides the background for the artist's conception of the satellite in flight. The area in the background is of South-Western United States and Northern Mexico. *Right*—Dr. John P. Hagen, Director of "Operation Vanguard," holds a model of the tiny test sphere which the United States plans to launch in November as a preliminary to the larger earth satellite, a model of which is on the left. Dr. Hagen has said that following the launching of four test spheres, the U.S. Navy will attempt to launch and place in orbit the first 20-in. satellite.

A SUBMARINE VOLCANO ERUPTS: A great plume of white smoke marks the scene of the volcano which last week erupted in the Azores about 1,000 miles west of the Atlantic coast of Portugal. Sightseers in ships and aircraft converged on the rapidly growing island which arose as a result of the volcano. The last comparable eruption in the Azores took place in 1867 at Terceira.

BIRTH OF AN ISLAND

The Result of a Submarine Volcano Erupting in the Azores

The pictures on this page show the dramatic eruption of a submarine volcano off the coast of Fayal Island, in the Azores. A new island, reported to be 600 yards in diameter and about 60 ft. high, appeared some 300 yards off the coast of Fayal as a result of the underwater upheaval. Many inhabitants of villages on the shores near the eruption fled from their homes as earthquake tremors shook Fayal. The Capelinhos lighthouse, an ancient building which has guided ships for centuries, was left without the power to produce light as a result of the explosion. Senhor Freitas Pimentel, the Governor of the Portuguese island, suggested that international scientists should study the phenomenon as Portugal's contribution to the Geophysical Year.

AN AERIAL VIEW OF THE ERUPTION: Lava is thrown 3,000 ft. into the air and ashes and smoke spread over a 9,000-yard area as the volcano explodes. The historic Capelinhos lighthouse, which has guided shipping for three centuries, was damaged and without light as a result of the upheaval.

MOLTEN LAVA THROWN TO THE SURFACE: Masses of boiling rock are forced above the water-level as the volcano erupts under the sea. The inhabitants of Fayal Island, in the Azores, fled from their homes after several earthquake tremors were felt and the submarine eruption had thrown up enormous quantities of molten lava to form a new and apparently permanent island 600 yards in diameter and some 60 ft. high, about a quarter of a mile away off their coast.

THE CAPELINHOS LIGHTHOUSE FACES THE DISTURBANCE: Some 300 yards in front of the lighthouse the new island, which was reported, at one stage, to be spreading at the rate of 300 ft. every twelve hours, suddenly appears. On *left*—The eruption resembles the explosion of a small nuclear weapon.

The News in Pictures

U.S. RECOGNITION OF SAN MARINO'S ANTI-COMMUNIST PROVISIONAL GOVERNMENT: The U.S. Consul in Florence, Mr. W. D. Fisher, the American diplomat accredited to the tiny North Italian Republic of San Marino, leaves the headquarters of the anti-Communist Provisional Government of San Marino by car after taking a routine notification there to signify America's recognition of the Provisional Government as being legally in control of the State. Armed guards in civilian clothes stood by as he left the headquarters which had been set up in an abandoned factory near the Italo-San Marino border. It was alleged that the Italian Government imposed a blockade on San Marino for the purpose of making the Left-Wing Government, in de facto control of the state, capitulate.

COMMUNIST SUPPORTERS IN SAN MARINO: Armed supporters of the Left-Wing Government of San Marino stand in the arcade of the Government Palace where the Communists and Socialists were reported to be sitting in permanent session. Among the militiamen is a gendarme (partially concealed). The two Governments of the state, which covers only about 38 square miles, each have armed guards in this comic opera dispute.

THE FALL OF THE FRENCH GOVERNMENT: Reporters crowd around M. Bourgès-Maunoury as he leaves the Elysée Palace in Paris, after offering his resignation as Prime Minister to the head of the French Republic, President Coty. The four-month-old Government fell as a result of an adverse vote of confidence over laws proposed to remedy the Algerian situation by offering the rebel Nationalists there a measure of self-government. M. Coty refused the Prime Minister's resignation and asked M. Bourgès-Maunoury to remain in office until a successor had been found. One candidate to be called by M. Coty was the Socialist leader M. Mollet, who was unable to form a government because he could not agree with the Right-Wing elements (whose supporting votes were necessary) about financial measures.

STUDENT RIOTS IN WARSAW: Crowds of youthful demonstrators gather at Warsaw Polytechnic to protest against the banning of the student newspaper *Po Prostu*. For four nights running over last week-end police used tear gas and thunder-flashes to disperse the young people trying to substantiate what has been called "their newly-born liberty" by rioting. The Communist authorities in the Polish capital alleged that the rioting was being carried out by "hooligan elements," but it was observed by people familiar with the scene in this Russian satellite that it was hardly likely that hooligans would risk getting their heads broken for the fun of it.

THE RE-OPENING OF THE JORDANIAN PARLIAMENT: King Hussein of Jordan speaks from the throne in the Jordanian Parliament Buildings in Amman as he declares Parliament there open for the first time since the crisis last April. The King spoke for three-quarters of an hour with great self-confidence. He briefly attacked Egypt and Syria for their refusal to pay the subsidies which they had promised to Jordan. He then reiterated his belief in Arab unity and spoke of the "Zionist Peril." Much of his speech was devoted to a review of events earlier in the year. He said that although Jordan had thrown off the colonial yoke "a foolish insurrection" had arisen. Thanks to the loyalty of his army and his people Jordan had been saved.

THE NEWS IN PICTURES

THE DUKE OF EDINBURGH ACTS AS GODFATHER AT THE CHRISTENING OF HIS GREAT NIECE AT THE SERBIAN ORTHODOX CHURCH IN LONDON : The Duke is standing, in the right background, holding the infant in his arms. On his right, wearing a cloak of gold, is the senior priest, Archpriest M. Nikolitch, who conducted the ceremony. Facing the Duke in the left of the picture are, from the right, Prince Andrej of Yugoslavia and Princess Christina of Hesse, the infant's parents; Her Majesty the Queen, who was present in her private capacity as a member of the family ; Queen Marie, the Queen Mother of Yugoslavia, and Princess Ileana of Rumania. In the picture on *right*, Prince Philip is lifting Princess Marija from the font after she had been baptised by immersion. There were no protests from the child during the ceremony.

EVEREST CLIMBER RECEIVED BY THE POPE : Sherpa Tensing Norkay, third from the right, stands with Pope Pius XII, at the papal summer residence of Castelgandolfo, near Rome. The Sherpa guide was received at a special papal audience.

EUROPEAN HORSE TRIALS IN COPENHAGEN : Miss Sheila Willcox, of Great Britain, is riding her horse High and Mighty in the dressage section of the European Horse Trials, which Great Britain won at Copenhagen last week, thus maintaining an unbeaten record in the championship. Miss Willcox finally emerged as the individual winner of the event and was presented with Queen Ingrid's cup by Her Majesty.

THE ROYAL SCOTS RECEIVE NEW COLOURS : The new Colours, which were presented to the 1st Battalion The Royal Scots by the Princess Royal, rise at the head of a forest of bayonets as the battalion marches, in review order, during the Royal Salute at the conclusion of the ceremony in the gardens of the Palace of Holyroodhouse, in Edinburgh. *On right*—The Princess Royal, as Colonel-in-Chief of the Regiment, is handing over the new Colours to Lieutenant P. M. Davies and Lieutenant A. R. G. Addison, of the Colour party. On the right is the Commanding Officer, Lieut.-Colonel D. McQueen, D.S.O. The old Colours were presented in Glasgow 31 years ago.

THE NEWS IN PICTURES

GLASGOW RALLIES TO THE SUPPORT OF THE HIGHLAND LIGHT INFANTRY: Lord Belhaven and Stenton, on right, talks to Mr. W. Angus, V.C., of Carluke (centre), and Mr. A. F. Hunter, V.C., of Dunfermline (left), at a meeting held in Blythswood Square, Glasgow, to protest against the Government's proposal to amalgamate the Highland Light Infantry with the Royal Scots Fusiliers. A crowd estimated at 90,000 agreed enthusiastically that the following resolution should be sent to the Government: "That this meeting of Glasgow citizens, including past members of the Highland Light Infantry (City of Glasgow Regiment), vigorously protests against the proposal to amalgamate or disband the only regiment closely linked with Glasgow, the second city, and feels that a solution could still be found which would recognise the justifiable resentment at, and material disadvantages of, the proposal, and would thus enable the identity of the regiment to be preserved." The declaration was afterwards taken to the Lord Provost, Mr. A. Hood, for signature, and then carried by Councillor J. Wingate to London, where he had an interview at the Home Office.

DEMOLISHING AN ANCIENT CASTLE NEAR MONTROSE: Members of the 117 Field Engineering Regiment leave Rossie Castle, near Montrose, after placing explosives in the walls.

MARCHING IN PROTEST AGAINST THE FUSION OF SCOTTISH REGIMENTS: Thousands of people line the pavements of Blythswood Square, in Glasgow, to witness "Operation Outcry," a parade through the streets which followed a meeting protesting against a proposal to amalgamate the Highland Light Infantry with the Royal Scots Fusiliers.

THE CASTLE GOES UP IN SMOKE: Thirty seconds after Mr. George Ogilvie, the owner of the castle, had pressed a button to set off the charges, his home was reduced to 20,000 tons of rubble. A team of Army engineers spent a number of weeks boring holes in the walls of the castle in which to place the 500 lb. of explosive.

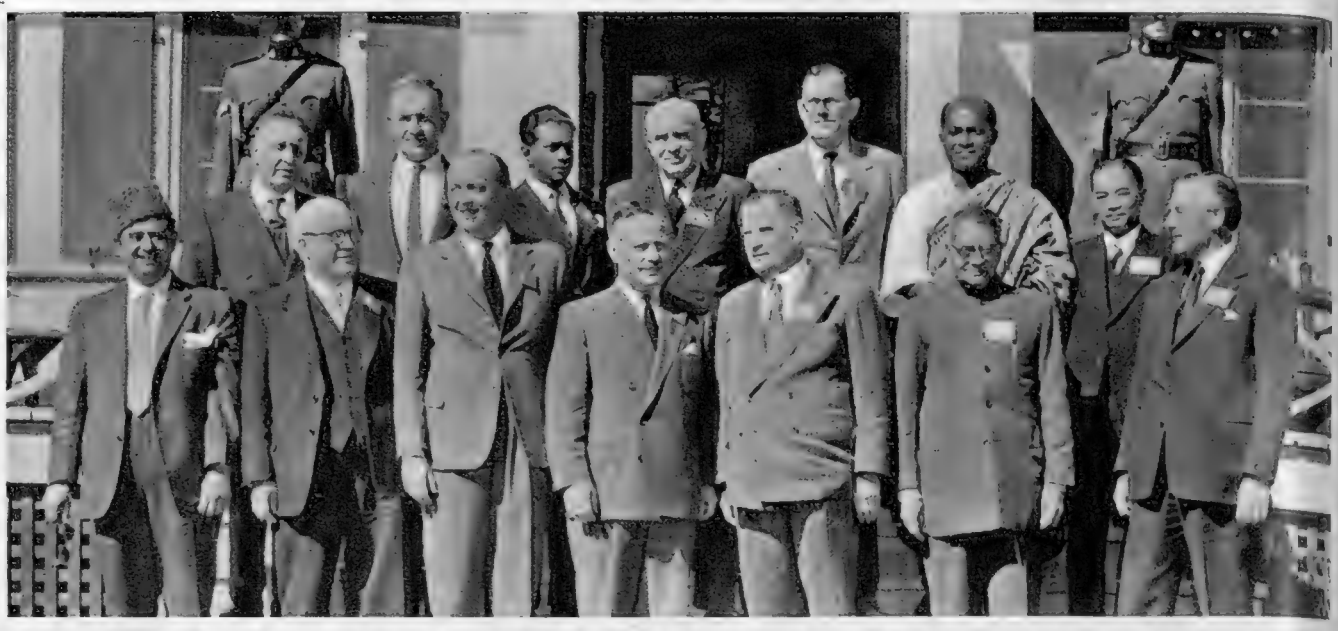
INSPECTING THE RUINS: A group of people inspect the only support left intact after the explosives had been ignited. The debris from the castle is to be used for road-widening purposes.

b

THE NEWS IN PICTURES

On right—

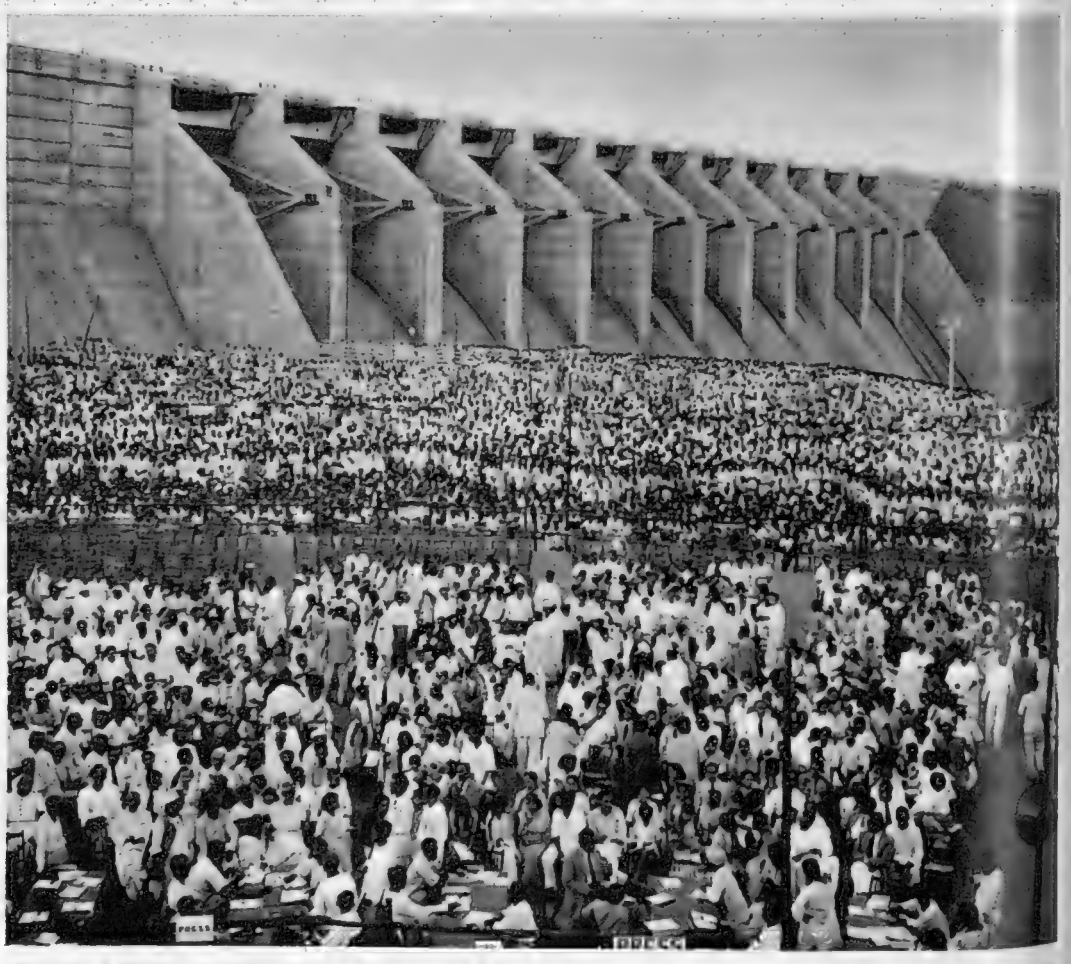
COMMONWEALTH MINISTERS MEET IN CANADA: Ministers from several Commonwealth countries are seen at a meeting at Mont Tremblant, Quebec. In the front row, left to right, are Syed Amjad (Pakistan), J. F. Naude (South Africa), Peter Thorneycroft (United Kingdom), D. Fleming (Canada), Sir Arthur Fadden (Australia), Shri T. T. Krishnamachari (India), and Sir David Eccles (United Kingdom). In the back row, from left to right, are D. MacIntyre (Rhodesia and Nyasaland), T. L. MacDonald (New Zealand), S. de Zoysa (Ceylon), G. Churchill (Canada), Reginald Maudling (United Kingdom), K. A. Gbedemah (Ghana) and Sir Henry Hau Shik Lee (Malaya). A suggestion by the Canadian delegates to hold a Commonwealth Trade Conference was agreed in principle. It was announced at the meeting that Canada and Australia had signed an agreement to avoid double taxation and tax evasion.



THE FIRST GENERAL CONFERENCE OF THE INTERNATIONAL ATOMIC ENERGY AGENCY: Dr. Adolf Schaerf, the President of the Austrian Republic, speaks at the first conference of the Agency at the Konzerthaus in Vienna. The purpose of the Agency is to harness the power of the atom for peaceful purposes. The Soviet delegate added a discordant note to the proceedings. He read a message from Marshal Voroshilov, the Russian President, regretting that the Soviet proposals to ban nuclear weapons had not been heeded and blaming the Western powers for this. However, the Soviet Union was fully prepared to co-operate in the peaceful applications of atomic power.

A FORMER GERMAN FIELD-MARSHAL STANDS TRIAL IN MUNICH: Field-Marshal Ferdinand Schörner, on the left, talks with his lawyer, Dr. Brugger, at the opening of his trial in Munich on one charge of manslaughter and two charges of attempted manslaughter while Commander-in-Chief of the Central Army Group on the eastern front in the closing stages of the war. He is said to have had Private W. Arndt, of the 10th Panzer Regiment, shot for "endangering the safety of the troops" between March 20 and 24, 1945. Arndt was found drunk and asleep in his lorry, which was parked across a main road. On March 24, 1945, Schörner is said to have ordered the summary execution of the garrison commander of Neisse, Colonel Sparre, and his deputy, Major Jüngling, for evacuating the town contrary to orders.

SAN MARINO'S COMMUNIST SECRETARY OPENS ELECTORAL CAMPAIGN: Mr. Gildo Gasparini gesticulates to emphasise a point during his speech at the San Marino Theatre during the campaign which was begun after the Communist Government had been overthrown by the desertion of five members to the Opposition.



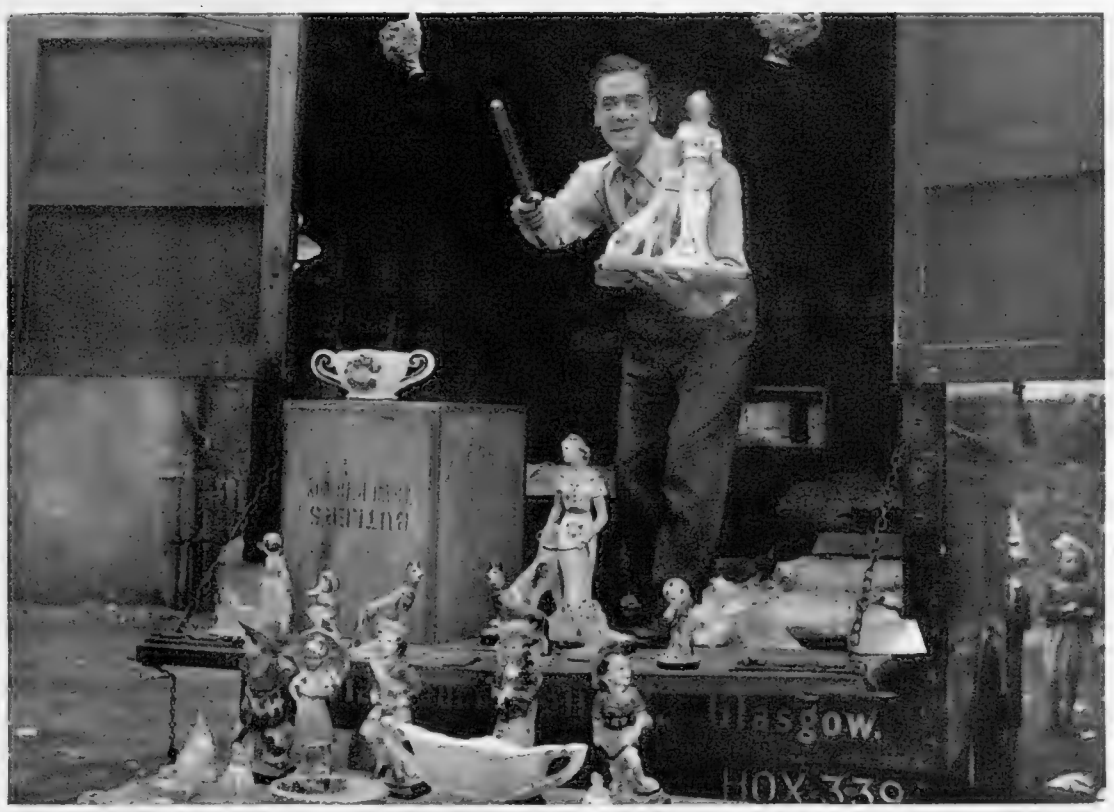
THE INDIAN PRIME MINISTER OPENS A NEW DAM IN INDIA: Large crowds have assembled to watch Dr. Nehru perform the opening ceremony of a new hydro-electric dam about 150 miles west of Calcutta. The dam is the third of four being built to control the Damodar River. It will bring electricity to hundreds of homes and buildings in the vicinity and prevent more than 1,500 square miles of land in the Bihar and Bengal states from flooding. The lake created by the new dam will be used for supplying water to crops during the dry summer.

A Glasgow Street Market

At Week-ends Anything from a Canary to a Carpet may be Bought Here

A CLOTHES STALL IN GLASGOW'S MARKET: Shoppers stand and talk and a man counts his money at the side of a stall in the market district in the south-east part of the city. Markets have been held in the Glasgow Cross area, near the City Hall, for at least fifty or a hundred years.

AN INTERESTED AUDIENCE: Men and women listen to a barker in the market. Many of the poorer people of Glasgow do their shopping here each week-end and there are reputed to be great profits from the sale of the many different types of goods in the barrows and small shops.



A FAMILIAR MARKET SIGHT: China ornaments are offered for sale by a vendor standing at the back of his lorry. The inhabitants of the poorer quarters of the great Scottish city, like others in many industrial areas, buy great numbers of these to decorate their homes. The barker adds to his sales by witty patter.

SOMETHING FOR THE CHILDREN: A small hand reaches up for the giant balloon. The market in Gallowgate provides amusement as well as goods for the many people who go there each week.

THE " SHOWROOM ": Carpets and linoleum are unrolled and laid on the pavement for inspection by the passers-by. The market in Glasgow resembles an Oriental bazaar, in the variety of wares sold there and in the traditional method of bargaining for them. But the dominant sound is that of " hot " jazz, emanating from innumerable gramophones in shops and stalls.

THE BARKER'S ASSISTANT: He stands among the crowd and encourages them to make their purchases. He relays to the salesman in the lorry the demands of the shoppers.

Glasgow is the second largest city in Great Britain. Its history is probably as long as that of the Scottish capital, Edinburgh, but it is not so romantic. In fact, this great port has chiefly grown since the Act of Union in 1707, when its population was only 12,000. By 1830 the figure was 202,400, and to-day the inhabitants of Greater Glasgow number over 2,000,000. The growth of the city appears to have been nurtured by the Industrial Revolution.

In spite of its fine University, its tradition of dramatic art, its galleries and museums, and its areas of great architectural merit, Glasgow is chiefly known as a vast industrial centre where some of the world's most famous ships have been built. Unfortunately, the city is also known for its slums, although the Corporation has for long been progressive and concerned with the provision of welfare schemes for its poorest citizens.

The pictures on this page show where many of these less fortunate inhabitants shop. For a very long time there have been street markets in the south-east area of Glasgow, the Glasgow Cross, which lies between the Gallowgate and London Road. There to-day stand the barrows and the street salesmen as they stood fifty or a hundred years ago. The scene is like a Bombay bazaar, except that the dominant sound is one of " hot " jazz which pours from the gramophones on the barrows and in the music shops. Hundreds of people push their way through rows of stalls arranged in labyrinthine intricacy. Gramophone records, on sale for 3d., may be bought from " antique " shops. Muddled together are musical instruments, wireless sets, roller skates—sold singly or in pairs—old clothes, boots and shoes, watch and clock parts, bicycles, canaries and American magazines. Every conceivable article which a man or woman might want to furnish a home or decorate his or her person can be found. Another similarity to an Oriental city is that the articles for sale are haggled over; the vendor demanding a far higher price than he can hope to gain and the would-be buyer offering far less than he intends to spend. Both adjust their demands until a satisfactory bargain is struck.

Among the shops and barrows are the barkers offering their wares at the tops of their voices, using their crude knowledge of psychology to put across their goods to the crowds who stand and listen to them. Very often their patter is extremely clever, very often it is offensive, but they manage to sell enormous quantities of useful and useless material. China dogs and vases, ball pens and tumblers, butter dishes, pencils, cloth and fruit, all are sold by these salesmen, many of whom seem to have missed their vocations as comedians in music halls. They are not the only people to provide entertainment for the citizens of Glasgow out for a shopping afternoon on a Saturday or Sunday. Interspersed among the stalls are men chained into bags from which they escape, and others who eat fire and swallow swords for the amusement of the public.

This description of Glasgow market may encourage the notion that Glasgow is a poor city. It is not; the Corporation administers property to the value of £114,000,000 in the city's name. The municipality is claimed to be the richest of all British local authorities, except London, in real estate. Additionally, the market, where so much seems so easily to be sold, does not belie the traditional belief in Scottish thrift. The city's savings bank is claimed to be the most powerful thrift organisation in the world. Over half a million of Glasgow's citizens have in its keeping about £92,000,000 and it is estimated that the aggregate savings held in various friendly societies, co-operative societies, and so on, amount to over £200,000,000. This sum does not include investments in the form of property, stocks and shares. So the legend of Scots thrift has a very sound basis in fact. Additionally, Glasgow is believed to be the only city in the British Commonwealth to grant an award for citizenship. This " S. Mungo " prize is awarded every three years to the citizen who has best furthered the beauty, health or honour of the city.

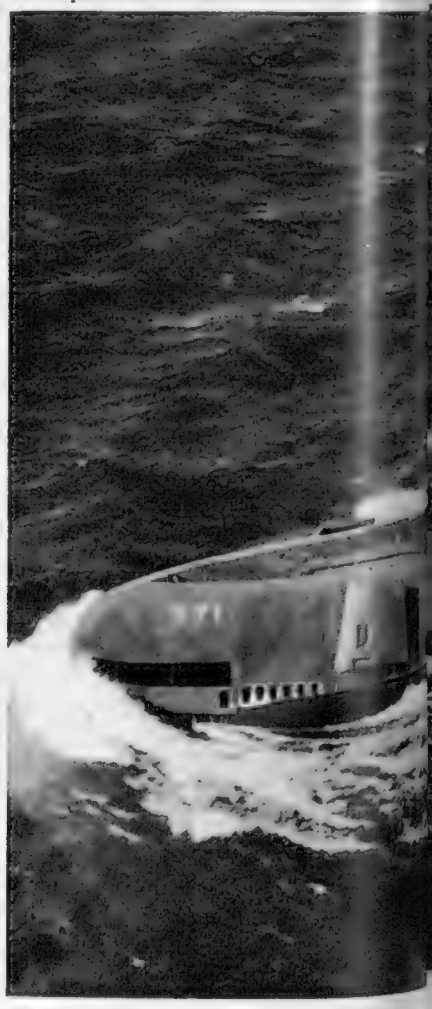
A SUBMARI TROOPER

And the Nuclear "Nautil

So far as is known, there are only two sub specifically designed for troop carryin United States Navy. Pictures of one vessels, *Sealion*, are seen on these pages. carry about 160 marines and, unlike many tional U.S. submarines, she retains the gun deck for covering these troops during assa landings. However, her torpedo tubes ha removed. *Sealion* was constructed during as a warship of the Balao class, and as such twenty-four torpedoes for her ten tube Balao class of submarines were of al construction to facilitate rapid building; e took only about nine months to complete. of them were lost during the war. Now chiefly used for radar picket or training *Sealion* and her sister ship, *Perch*, have f aggressive functions, as was demonstrate recent naval exercises off Turkey. Assaul of marines from these underwater transp be a very effective amphibious arm.

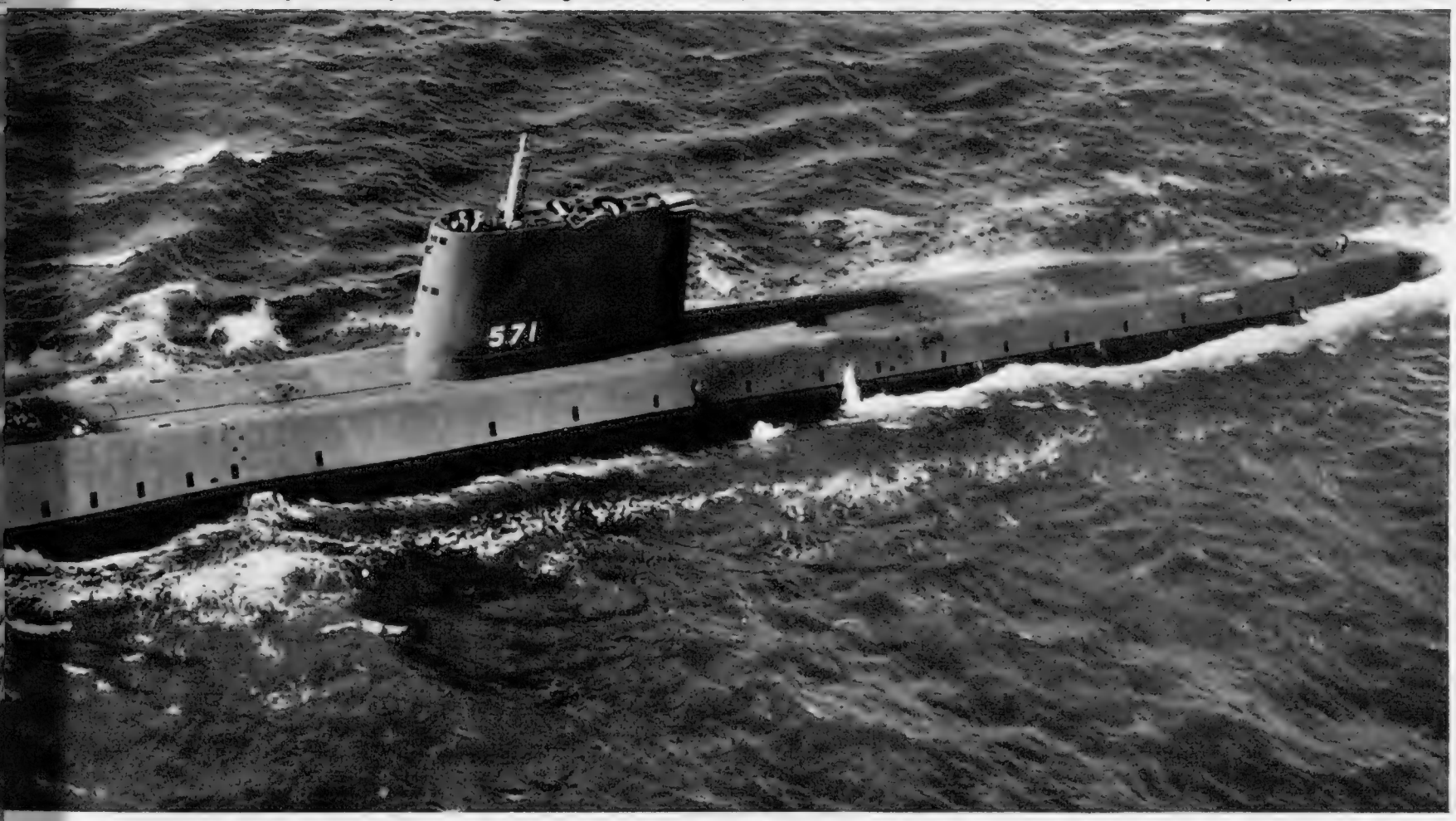
Below—

THE AMERICAN NUCLEAR-POWERED SUB "NAUTILUS": She is ploughing through water near Portland, in the English at the beginning of her visit to Great When she tied up at Portland it was time she had ever moored in a port out United States. *Nautilus* had taken recent NATO exercises, during which spent her longest period under water— days and four hours. In thi fortn travelled 5,007 miles at an averag of 15 knots. On her arrival at Port revolutionary craft had steamed 33,6 on her second reactor, which was inst April. Of that distance, 28,159 miles w water. Total mileage of *Nautilus* since he trials in January 1955 is 96,229. In all travelled 64,657 miles submerge and 1,007 dives. At Portland the reactor was for the first time since she had left her forty-three days before. It is normal p shut down the reactor in port both to uranium fuel and to lessen the requirement power to stand by there. When moored either take her electrical power from or it may be developed on board by auxil generator sets. *Nautilus* made her dee during the exercises which ended recentl reasons of naval security the depth to plunged has not been revealed. One of unusual features of the warship is that she designed to travel more quickly under wat the surface. Her bulbous prow gives better u performance than the conventional knife-bl



AN UNDERWATER TRANSPORT VESSEL: The U.S. submarine *Sealion* flies the Stars and Stripes from her stern as she sails off the Turkish coast. She had just landed marines ashore in recent exercises held there by the American Navy. The unusual apparatus at her stern is a "screwguard" to protect the propellers from being fouled when she is moored.

N UNCONVENTIONAL WARSHIP : Some 160 marines, in addition to the normal crew, can be carried aboard *Sealion*. She and her sister ship, *Perch*, are believed to be the only two submarines designed as troop-carriers in the U.S. Navy. The equipment on her conning-tower includes two periscopes, a radio antenna, a snorkel, and radar apparatus. The torpedo tubes have been removed from these vessels. Few conventional American submarines still carry a gun on their deck. In transport operations, it can be used to cover troops when they are making landings. Before conversion, *Sealion's* armament included ten tubes for the twenty-four torpedoes she carried.



THE COASTWISE LIGHTS

The Trinity House Corporation Supervises Safety on the Ocean

By TAFFRAIL

FROM its headquarters on Tower Hill, the Corporation of Trinity House is still the principal pilotage authority in the United Kingdom. It was in existence for several centuries before being granted its first charter by Henry VIII in 1514 as "The Guild, Fraternity, or Brotherhood of the Most Glorious and Undivided Trinity, and of St. Clement in the Parish of Deptford Strond" (or Deptford Strand, or foreshore). To-day the Corporation still has the responsibility of maintaining some 50 manned and 40 unmanned lighthouses and 35 light-vessels on and off about 2,400 miles of coast in England, Wales and the Channel Islands, together with about 50 navigational beacons and more than 600 buoys, about 250 of which are lighted.

REPLACING A BUOY: One of the crew of a Trinity House tender guides a buoy as it swings towards the deck after being lifted from the water by a derrick. Throughout the year, 600 buoys situated off the coast in England, Wales and the Channel Islands are maintained by the Trinity House Corporation.

AT ANCHOR AT HOLYHEAD: The Trinity House vessel *Argus* has just dropped anchor at Holyhead. The Corporation has a fleet of nine lighthouse tenders and between them they cover about 100,000 miles during the course of a year.

MAINTAINING THE WEST MOUSE BUOY: It has been lifted by a derrick from the Thames Estuary and members of the crew prepare to replace a burnt-out gas cylinder. Altogether there are thirty different types of buoys.

APPROACHING SKERRIES LIGHTHOUSE NORTH OF HOLYHEAD: A boat from a lighthouse tender is bringing food and equipment to the men living at the isolated rock lighthouse.

RELIEVING AND SUPPLYING MORECAMBE BAY LIGHT-VESSEL: The light-vessel is being approached by the tender *Alert* (in foreground). Light-vessels carry a crew of seven, the master serving a month afloat and a month ashore.

For the purpose of administration the coast is divided into six districts. Depots are situated at Great Yarmouth, Harwich, Cowes, Penzance, Swansea and Holyhead. Each is in the charge of a Superintendent, the ex-captain of one of the Trinity House vessels. Apart from being responsible for everything that goes on in his district, it is also the Superintendent's duty to visit every lighthouse, lightship, buoy or beacon in the area at least once every six months. For its normal day-to-day maintenance work the Corporation has a fleet of nine lighthouse tenders. One is based at each depot except Harwich, which has four. This is because of the multiplicity of sea-marks in the complicated estuary of, and northern and southern approaches to, the Thames. One of these vessels is the *Patricia*, which, in addition to her normal routine work, takes the Elder Brethren of Trinity House to sea for their visits of inspection round the coast. The *Patricia* also has the privilege of preceding the Royal yacht when the Sovereign goes afloat on ceremonial occasions.

The lighthouse tenders vary in size between about 900 and 2,000 tons and are stout, weatherly vessels with working speeds of 9½ to 11½ knots with an extra knot or two in reserve. They are all fitted with radio-telephony, direction-finding apparatus, echo-sounding gear and the most up-to-date navigational equipment. In addition, the tenders are provided with special cable-lifting machinery, bow ramps and rollers (for dealing with the heavy moorings of lightships) together with machinery and derricks (for handling heavy buoys), and gear for towing lightships to and from their stations.

In carrying out their work the Trinity House vessels are under way in their districts every week, and steam about 100,000 miles in the course of the year. Food supplies, drums of paint and oil, and coal and water have to be taken to the isolated rock lighthouses and all lightships and their men regularly relieved. There are usually three men in the rock lighthouses, serving for two months on and one off. Light-vessels carry a crew of seven, the master serving a month afloat and a month ashore, the remainder a month afloat and a fortnight ashore.

The regular relief of the men is of the highest importance, and has to be done by boat from the tender. Even in moderate weather—which landsmen might consider fairly rough—the work in a heavily-laden motor-boat plunging up and down in the swell alongside the seaweed-covered steps of a rock lighthouse is difficult and not without danger. Lifebelts are compulsory. In bad weather, with a gale whipping up a breaking sea running really high, reliefs sometimes have to be delayed until it moderates. But Trinity House men are superb boatmen and it is an education to watch them at work.

And what of the men in the lighthouses and lightships? To those who know little of the vicissitudes, their lives, though lonely and circumscribed, might seem lives of ease. They have their radio-telephony with the shore, and can listen to the regular B.B.C. programmes. No doubt, too, they all have their hobbies. Nevertheless, there is always an enormous amount of hard work to be done to maintain the lights, the fog signals and their complicated machinery in efficient working order. Regular watches are kept, and in bad weather living in a wildly-pitching lightship, or a rock lighthouse with the seas breaking half-way up the tower, can be very trying.

The replacement of buoys—done from the Trinity House vessels themselves—is rather simpler, even in blowing weather and strong tides. In all, there are about thirty different types of buoys, varying in weight between 5 cwt. and 9½ tons. Each has its own history sheet containing every detail of its career. Except for the largest, which receive an annual painting on their stations and are brought in every three years, they are changed every twelve months and brought ashore to their depots for refitment. Some are fitted with bells, others whistles, actuated by the movement of the sea.

Lighted buoys have acetylene in cylinders as an illuminant. A small pilot-jet remains burning the whole time in the lantern, the pressure of gas itself operating an ingenious device which causes the main jets to emit puffs which light up into flame at regular intervals. This produces the winking effect familiar to seamen or visitors to the seaside. Although replenished fairly frequently, the larger buoys carry sufficient gas for twelve months, and a buoy with a light flashing once every second will wink 31,500,000 times without attention.

Trinity House has never invited publicity. It is conservative in its tradition. Its history is linked with that of the Royal Navy with which it remains in close touch, particularly with the Navy's Hydrographic Department. The Corporation is progressive and up to date in the discharge of its important duties. Improvements in lighting, fog signalling, radio directional beacons and other navigational safeguards are constantly being tried out, developed and established.

The majority of people accept as a matter of course these aids to navigation and are so accustomed to seeing every important headland with its lighthouse, each hidden shoal and sandbank clearly marked with its buoys and lightships, that they give little or no thought at all to the careful organisation which provides and maintains them, or to the lives of the men behind the scene. Yet without Trinity House and the constant labour and watchfulness of its nine ships and corps of seamen and lightkeepers essential oversea and coastwise traffic could not continue in safety.

Cadets at Sea

The "Halcyon" is Acting as a Temporary Substitute for the "Moyana," Which was Lost at Sea Last Year

The University of Southampton School of Navigation has purchased the ketch *Halcyon* to act as a temporary substitute for their training vessel *Moyana* which sank last year. *Halcyon* has an overall length of 79 ft. and her masts are 98 ft. high. In addition to her master, two other officers, a boatswain and a mechanic, she has accommodation for twelve cadets. She was built by John Thornycroft, of Southampton, in 1929, and before being taken over by the school was a private yacht.

The 103-ton *Moyana*, it will be remembered, was lost during a storm in July of last year. At the time of the disaster she was returning triumphantly to England after winning the Torbay to Lisbon race. The vessel was finally abandoned some thirty miles off the Lizard as the 6,017-ton British ship *Clan Maclean* closed in to take off the twenty-three men on board. She was later taken in tow by the frigate *Orwell*, but sank sixty miles due south of Portsmouth. All those on board, including fifteen cadets at sea for the first time, were taken off in seven minutes. On their return to England the crew, with other cadets of the School, marched through Southampton to attend a civic reception.

The old vessel was an important part of the School of Navigation and her replacement is essential. The school trains boys from all over Britain, and the British Commonwealth and Empire, to become officers in our Merchant Navy, and in that qualification training in sail is still a vital education. Consequently, the vessel which eventually replaces the old *Moyana* should be a more modern sailing ship of 300 tons with a length overall of 134 ft. In September last year it was thought that something approaching a figure of £180,000 would be needed to build and equip a new vessel, as well as a good deal more to pay for other projects which the School had on hand. The Mayor of Southampton soon made an appeal for funds, but this is to be followed now by a national appeal which the School will probably make next year.

SAILING IN A STRONG WIND: Cadets of the University of Southampton School of Navigation go about their duties on board the ketch *Halcyon*, during a training cruise in the Solent. The *Halcyon* has been purchased by the school as a temporary replacement for the *Moyana* which was lost last year after winning the international sailing race from Torbay to Lisbon. *Halcyon* has accommodation for twelve cadets but this is only half the number the school would like to send on each cruise. At present the cruise lasts five days but the intention is to raise it to seven.

On left—
INSTRUCTION ON BOARD: Captain H. Stewart, Captain-Superintendent of the School of Navigation, looks on while two cadets do some splicing. They are Cadets D. F. Smart (left), of London, and H. Redding, of Romsey.

UNDER FULL SAIL: The *Halcyon* sails in the Solent during a training cruise. She has an overall length of 79 ft. and a displacement of 78 tons. *On left*— All hands on deck. The cadets are hauling in the mainsail during the cruise.

WORK BEGINS ON A NEW CITY ROAD: Work is in progress at Aldersgate on the first section of the Route 11 highway scheme between Aldersgate Street and Moorgate. When completed, the road will be 600 yards in length and will have two three-lane carriageways. There will also be an underground car park beneath it capable of accommodating 250 vehicles. During the excavations a section of London's Roman wall was uncovered.

LONDON'S ROUTE ELEVEN

Roman Wall Remains are Unearthed During Work on a New Highway in the City of London

Work has recently started on the construction of a new road between Aldersgate Street and Moorgate, forming the first section of the projected Route 11 in the City of London, which will take about two years to complete. This section forms part of a long-term plan to relieve the more congested areas of the City by providing a new west-east route from an enlarged Ludgate Circus to Aldgate. It is, however, complete in itself in that it will form a by-pass to the Bank intersection for traffic between Newgate Street and Moorgate. The new road will be 600 yards in length and will carry two three-lane carriageways and two 12-ft. footpaths. The City Corporation is building beneath the road an underground car park extending over the whole width of the carriageways, for a length of about 400 yards. The scheme takes advantage of the existing levels and will provide parking space for up to 250 cars, over which the road will run in the form of a continuous viaduct of reinforced concrete. There will be five vehicle entrances or exits to the car park. The cost of the entire scheme is estimated at £1,320,000.

Towards this the Ministry of Transport and Civil Aviation has made a grant of £726,075 to the Corporation of the City of London. The cost of the car park is being borne by the Corporation.

ROUTE 11 UNDER CONSTRUCTION: Cranes are being used to clear a section of the ground near Aldersgate. When the area has been completely levelled-off it will form part of the new highway, known as Route 11, to relieve the more congested traffic areas of the City of London. It is anticipated that the work will take about two years to complete. The cost of the scheme will be in the region of £1,320,000.

THE FOUNDATIONS of excavations. alongside the

WALL : In the bombed area in Coleman Street, near Moorgate, a section of London's city wall, built by the Romans about A.D. 200, was unearthed during the Route 11 out 10 ft. thick at the point of excavation and goes down about 15 ft. below the level of the ground. It is made of stone and filled with rocks and earth. Running r. In the centre background is St. Alphage's Church. After the wall has been photographed, blueprinted and mapped it will be pulled down to make way for the new highway.

NOTTINGHAM GOOSE FAIR

An Annual Celebration Which Dates Back at Least to the Thirteenth Century

By BRIAN VESEY-FITZGERALD

LAST week there took place at Nottingham one of the great traditional festivities of England—the Goose Fair. This is something of which Nottingham may be, and is, very proud—the more so because thirty years ago Nottingham did something which might well have killed the Goose Fair.

I once heard a Nottingham man (in Leicester, of all places) describe his home town as the "Queen of the Midlands." It was a remark which did not go down any too well. Pride of place is exceptionally strong in the Midlands. I think that this is largely because "the Midlands" is an area with ill-defined boundaries, altogether lacking homogeneity. I do not think that anyone could say exactly where he crossed the boundary, exactly when he entered the Midlands.

There is no sharp regional atmosphere about the Midlands as there is, for example, about the West Country or the North of England. There is not even any very strongly-defined county atmosphere. The counties which go to make up the Midlands vary greatly—Derbyshire and Bedfordshire are both Midland counties—but neither of them has the distinctive savour of, say, Devon or Lancashire or Yorkshire. I suppose that is really only another way of saying that the Midlands are more English than any other part of England. Be that as it may, there is certainly no region-consciousness. You will not find a man proud of being a Midlander as you will find many people proud of being West Countrymen. There is not even a definite county pride, but there is an enormous civic pride. In my experience, a man is less likely to tell you that he comes from Northamptonshire than to state that he belongs to Kettering. He is more likely to say that he comes from Newark than that he is a Nottinghamshire man.

This civic pride is most noticeable in Leicester and Nottingham, two of the most—perhaps the two most—forward-looking towns in the whole of Britain. I once lived and worked in Leicester, a pleasant, friendly place (more friendly, I think, than Nottingham), but I have to admit that Nottingham has something—indeed, a great deal—that Leicester has not. For instance, it has Robin Hood. Whether it ever actually had Robin Hood is a matter of opinion, but, at any rate, the city has a pleasant statue of the legendary outlaw drawing a bow (in, it must be said, a somewhat inexpert manner).

But there is more to Nottingham than a rather tenuous connection with a legend known all over Europe. Memnich, who toured England in 1799, described it as "the most ancient city that I have yet seen in all England." And people have certainly lived here for a very long time. There are a great many caves in Nottingham—some parts of the town are riddled with caves and passages—and there can be no doubt that they were once (perhaps even as late as Norman times) used as dwellings. Later still, many were certainly used for the brewing of beer. This brings us to another of the town's claims to fame—the Trip to Jerusalem Inn, which dates from the Twelfth Century and is said by some to be the oldest inn in the country. This, by the way, is a claim which at least four other inns dispute. But the Twelfth Century is old enough to warrant a boast and, for that matter, the Salutation Inn, in Hounds Gate, is but little younger.

"The famous, beautiful town of Nottingham, in the middle of a forest, and sporting country," is how Defoe described it at the beginning of the Eighteenth Century. The forest has disappeared and I do not know that the country around has any particular claim to sporting eminence. However, there is still some beauty in Nottingham. A casual observer, walking the streets, cannot but help notice the number of pretty girls per square yard. This does give the masculine visitor a favourable impression of the whole place. Until about 100 years ago people used to remark upon the cleanliness of Nottingham, saying how bright it was. I do not think that anyone would be particularly struck by cleanliness or brightness now, though it is much cleaner than most industrial towns. Additionally, there is an imposing air about Nottingham, due to its situation and the castle (a modern building which houses a museum and an art gallery) on the hill. It is the hill which is so magnificent, so physically impressive, dominating town and river, and lending a great dignity to the city. I can never see Castle Rock, even in a Nottingham rainstorm, without being thrilled.

It was the castle, built on its hill at the head of the navigable waters of the Trent—no port in England is so far inland as Nottingham—and commanding one of the main roads to the north, which brought prosperity to the town and made it a great market centre. Until 1928 Nottingham had by far the largest open-air market in all England. This was held in the very centre of the city and had been held there for many centuries. In 1928 it was swept away—civic pride in full spate—to make room for a truly magnificent City Centre, formally laid out to set off a superb Council House. With the market went the Goose Fair.

Nottingham Goose Fair dates back to 1284. At least, that is the earliest recorded mention of it, but it is certainly much older than that. In Saxon times there was an important market there, and wherever there was an important market a fair usually came into being. Moreover, in the Charter granted to the Burgesses and their successors by Edward I, for a fair lasting eight days at the feast of St. Matthew the Apostle, there is specific mention of "their fair," which can only mean that the fair was established and recognised before the Charter was granted. This is the fair which has survived until to-day as the Goose Fair. When the modern name came into use is not known. The earliest record of it seems to be for 1542, when one John Trussell (who was steward of the Willoughby estate at Wollaton) entered in his accounts that he had paid eightpence for a pair of trousers at "Goose Fair at Nottingham." There has also been some argument among historians as to why it should have become known as the Goose Fair.

I do not think there can be any doubt that the common theory that it was at this fair—fairs were in those days, of course, also markets, not simply pleasure gardens as they are to-day—that geese in large numbers, chiefly from Norfolk, were sold for the traditional Michaelmas dinner. It is, surely, significant that one of the principal streets of the town, leading from the east towards what was the market square, is still called "Goose Gate." Of course, the dates do not fit very well. Goose Fair is held on the first Thursday, Friday and Saturday of October, and the date of Michaelmas is September 29, which would make the goose rather late for dinner. This argument, however, ignores the alteration in the calendar. Until eleven days were dropped from the month of September (that was in 1752), "eight days from the feast of St. Matthew" (September 21) made the goose nicely punctual.

When Goose Fair was moved from the centre of the town to the Forest (a large recreation ground on the Mansfield Road), there was a good deal of dismay among the showmen. No one is more firmly wedded to tradition than the travelling showman (and I can speak with some authority on the point, for I am the President of the British Fairground Society), and this was a shattering break with a tradition going back 700 years, in one of the half-dozen most important fairs in the country. I went to the first fair held on the new ground, and I must admit that it was a pretty glum affair compared with the ones I had attended before.

Goose Fair survived what might well have been a mortal blow, because it takes a great deal to break the spirit of a showman and because the town itself was determined to see that it did not die. It would be idle to pretend that the atmosphere there is quite the same as it was in the old days, in the centre of the town, but, equally, it would be idle to deny that Goose Fair has gained enormously from the move. There is now a permanent 10-acre site at the west end of the Forest, and that is a great deal more space than ever there was before. It has made possible a much better layout and room for many more amusements. It has also made fairly simple the parking of hundreds of coaches and thousands of cars. I think that before the move it would have been true to say that Goose Fair was solely a Midland celebration, attracting visitors from a radius of about 60 miles. Now it is once more a national fair. They come from all over the country by excursion train and by coach, and they come in their thousands.

"The successors" to the Burgesses who received the Charter from the hand of Edward I have more than lived up to their trust; this in an age when tradition is being swept away right, left and centre—at any rate, right and centre.

A FAIRGROUND IN THE MIDLANDS: An aerial view of the Nottingham Goose Fair, which is now held in a large recreation ground on the Mansfield Road. The first recorded date of the Fair is 1284 and for centuries it was held in the centre of the city. In 1928 Nottingham built a new Council House, or Civic Centre, on its ancient site, but the Fair still continues.

A Royal Funeral

Mourning for King Haakon in Norway's Capital

THE HEARSE CARRYING KING HAAKON'S BODY LEAVES THE ROYAL PALACE: Pall-bearers march alongside the funeral car as it leaves the Palace in Oslo for the Cathedral. Behind it walk the new monarch, King Olav, and his son.

THE FUNERAL PROCESSION: The new Norwegian monarch and his son, the Crown Prince, lead the cortège. In the row behind are (left to right) four Kings, Gustav Adolf of Sweden, Frederik of Denmark, Paul of Greece and Baudouin of Belgium. In the third row are (left to right) the Presidents of Finland and Iceland, Prince Felix of Luxembourg (slightly to the rear) and Prince Bernhard of the Netherlands. The Duke of Gloucester represented Great Britain.

APPROACHING THE SEPULCHRE: Banners of the Norwegian Army are dipped as the cortège passes along an avenue of trees in the ancient fortress of Akershus, where the King was buried. His tomb is shared by his wife, Queen Maud, a daughter of King Edward VII.

Five reigning monarchs were among the mourners from thirty-seven countries who attended the funeral of King Haakon VII of Norway, in Oslo last week. They were King Gustav Adolf of Sweden, King Frederik of Denmark, King Paul of the Hellenes, King Baudouin of Belgium and Queen Juliana of the Netherlands. Great Britain was represented by the Duke of Gloucester. The scenes of mourning were made memorable by the great gratitude and sorrow shown by the Norwegian people for this sovereign whom they had elected to their throne, and who had guided them so wisely through his reign of fifty-two years.

The ceremonies were begun with a memorial service conducted at the Royal Palace, before only a few people; members of the Royal Family and high officials. Then the funeral procession marched to Oslo's Cathedral for the State ceremony, before proceeding to the fortress of Akershus, which dominates the head of the Oslo fjord, where the body was laid next to that of Queen Maud, the King's wife, a daughter of Edward VII.

At the wish of King Olav, naval units predominated in the troops lining the processional route. In the courtyard of Akershus there was a guard of honour of 200 ratings and Marines from the aircraft-carrier H.M.S. *Ocean*.

On left—

INSIDE THE CATHEDRAL: Mourners pray for the dead Sovereign in Oslo's ancient house of worship.

RESTORATION AT GREENWICH

The Ceiling of the Painted Hall is being Restored

The restoration of the ceiling of the Painted Hall of the Royal Naval College at Greenwich follows the extensive work which was carried out in the College's chapel a few years ago. The present work is expected to take about a year to complete and is being undertaken by the Ministry of Works in conjunction with the Admiralty. Although a considerable amount of scaffolding has been erected, the picture *on the right* shows that the greater part of the Hall is unaffected by the work. For this reason it has been decided to keep the Hall open to the public during the restoration work.

The Painted Hall was designed by Sir Christopher Wren, and the ceiling, depicting allegorical scenes round William III and Mary, was painted by Sir William Thornhill. The building was one of those erected at the turn of the seventeenth century when a decision was made to continue the rebuilding of the old Royal palace in which Henry VIII and his daughters Mary and Elizabeth were born. Charles II had started the rebuilding, but only the west wing had been completed when, in 1692, it was decided to complete the palace as a home for disabled sailors. Wren's buildings were opened in 1705, and although the old palace is still known as Greenwich Hospital, it has served as the Royal Naval College for officers since 1873. After Trafalgar the body of Lord Nelson was taken to the Painted Hall for the lying-in-state. In 1955, on the 150th anniversary of the battle, Queen Elizabeth and the Duke of Edinburgh attended a dinner in the Hall to commemorate the occasion. Nearly 100 admirals were present.

On right—

THE PAINTED HALL OF THE ROYAL NAVAL COLLEGE: A general view looking along the vast Hall towards the dais and showing the scaffolding which has been erected for the restoration of the ceiling.

PRELIMINARY WORK INSIDE THE HALL: Artists from the Ministry of Works are experimenting with various solvents before starting on the restoration. They are from left: David Williams, Henry Blake and Maurice Keevil. The chief restorer, not seen in this picture, is Alistair Stewart. *On left*—Mr. Blake is carrying out experiments to the decorations round the list of the Hall's benefactors.

London's French High School

At the Lycée, in Queensberry Place, South Kensington, English Children Predominate Among the 1,800 Pupils

By ELIZABETH COXHEAD

THE INSTITUT FRANCAIS DU ROYAUME-UNI: This building, in Queensberry Place, South Kensington, forms part of the Institut which is the parent body of the Lycée Français de Londres. The Institut was founded in 1913 and the school was started for French and Belgian children during the First World War. To-day, the Lycée has 1,800 pupils, of whom 1,200 are British. Between the wars there were some 400 pupils, almost all of whom were French.

"GAME BIRDS": The tapestry of a flock of game birds which adorns the far wall of the main staircase at the Institut in Queensberry Place is by Perrot.

ASSEMBLY TIME AT THE LYCÉE: *Above, left,* the pupils are gathered outside the children's entrance and *on the right* two others arrive by car. Dress is informal, with no uniforms of any kind. The Lycée is controlled by the French educational authorities and recognised as an efficient, independent school by the English Ministry of Education. In the secondary school and secretarial section of the Lycée the L.C.C. and other county and borough councils reserve a number of free places.

BETWEEN the wars, the Lycée Français de Londres, in Queensberry Place, South Kensington, had some 400 pupils, almost all French. Now it has 1,800, and while the numbers of French have remained constant, and another 200 represent almost every nationality, the remaining 1,200 are British. Londoners in ever-increasing numbers are choosing to give their children a French high-school education. To-day the Lycée has become, to an extent which it itself finds almost embarrassing, the rage.

Yet this spreading of French culture among the English was the primary aim with which its parent body, the Institut Français du Royaume-Uni, was founded in 1913. It was the plan of a remarkable young woman, Marie d'Orliac, who formed a centre where visiting French writers, musicians and artists could be introduced to London friends. Soon language-classes were added, and with the support of the French Embassy and Lille University, the Institut was launched on its official career, and became the pattern for similar ones in a dozen other countries.

The First World War brought an influx of French and Belgian children, and the Institut started a school for them, which rapidly developed into a full-blown Lycée. Impressive new buildings for both institutions were opened just before the outbreak of the Second World War, but now both are again suffering from growing-pains. The Institut is a hive of Anglo-French activity, with evening classes, lectures, concerts, films, plays, conversation circles, and a membership four times what it was in 1950.

Some idea of the variety of activities the Institut Français offers to its members can be gained from its programme for the current month of October. It includes lectures by Max-Pol Fouchet, author and literary critic, whose name will always remain linked with the revue *Fontaine*; and by Jules Romains, of the Académie Française; a concert in homage to Albert Roussel on the occasion of the twentieth anniversary of the musician's death; a series of school matinées by the French company Pamela Stirling-Richer, with *Le Bourgeois Gentilhomme* and *Tartuffe*, by Molière; a charming exhibition of "Santons de Provence" with a programme of folk-dances from the Arles country. In the November programme are performances by a company from Paris of plays by Ionesco, and a series of poetry and prose recitals for schools.

The Lycée differs from its French prototypes only in being co-educational, and in making certain adjustments to its curriculum for English children. French pupils follow exactly the same course as at home, culminating in the Baccalauréat and pre-university preparation. Discipline, as in France, is maintained not by prefects but by paid *surveillants*. Dress is informal, with no uniform of any sort, and plenty of jeans and "pony-tails," and, in hot weather, sun-tops. Hours of work are rather longer than in an English school, and standards exacting, but the result is a keen intellectual curiosity and alertness. "We have no need to encourage individuality," says M. Gaudin, the Lycée's slow-spoken, gentle Headmaster, with a rather rueful smile. "It grows of itself!"

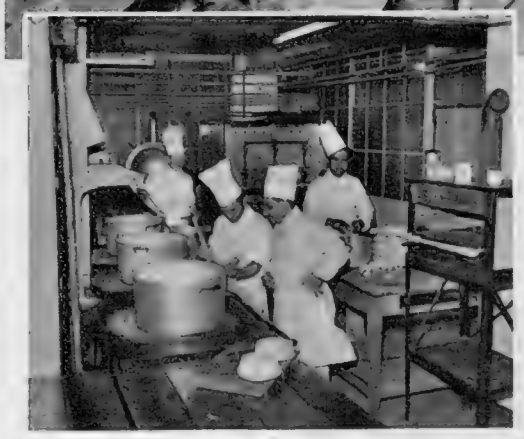
What sort of children attend the French school? Those of French business and professional people in London, with, of course, those of the Embassy and Consular staffs in force (Béatrice Chauvel, the Ambassador's youngest daughter, completed her education there last term), and children of many other diplomatic families—for there are *lycées* in all non-Communist European capitals, in New York and in South American capitals, so that the career diplomat who chooses a *lycée* education for his offspring need not have its pattern disorganised every time he is moved. And among the English parents, business-men predominate, followed by artists and journalists, and then by doctors of medicine and science and university professors and lecturers. There is a good sprinkling of children of Foreign Office staff.

But for the English child, entry into the Lycée is only through the kindergarten, at four or five years old; this is a rule on which M. Gaudin insists. Even so, he has a long waiting-list and no vacancies before September 1961. Exceptions are made only when the child has already attended a French school and speaks and reads the language fluently.

(*Concluded on following pages*)

London's French High School

PLAYTIME FOR THE YOUNGER CHILDREN : Owing to the restricted playground space, breaks have to be staggered. There is, however, an improvement this term as a new playground is being brought into use. This has been made possible by demolishing some houses. In the background the buildings are being erected to house laboratories.



LUNCH IS SERVED : This is also in relays and is served at sittings. The food served dining room at the Lycée combination of French and

On left—

IN THE SCHOOL KITCHEN chef at the Lycée is M. (wearing spectacles). A one of his assistants are

IN THE CLASSROOMS FOR THE YOUNGER CHILDREN : *Left*—Five-year-olds are playing in the kindergarten. Mlle Gomez is with the group at the table in the right foreg and Mlle Forget is standing close to the board. Each of the two classes for the very young children has two teachers. *Right*—Mlle Mandra is taking a class of year-olds through a session of dictation. English children can only enter the Lycée through the kindergarten, but exceptions are made when the child has attended a French school and is efficient in the language. If necessary the pupils at the school have special coaching to help them through the eleven-plus exami

(*Continued from previous page*)

French classes are numbered inversely to ours, the twelfth being the kindergarten and the first the pre-university form of eighteen-year-olds. Toddlers entering "*en douzième*" find themselves in a completely French atmosphere, and learn the language by playing in it, with the enviable ease of their age. Then they learn to read and write in French, and because they can already speak English, the adaptation to English reading and writing comes very quickly, as experience has amply proved. They are completely bi-lingual by ten.

From eight on (the ninth to seventh classes) the English children have four lessons a week of English, History, Geography and Mathematics, given in English by native English teachers, and if necessary special coaching to get them through the eleven-plus examination, though it usually happens that they can pass this comfortably on the strength of their normal school work. From twelve to thirteen (fourth class) those who are aiming at a public school are given further coaching for Common Entrance in those subjects not covered by the French syllabus—Scripture, for instance. A few do leave each year to go to public schools, but the trend is more and more for children to complete their schooldays at the Lycée. General Certificate is taken in the second class, Advanced Level in the first. Exceptionally brilliant first-formers sometimes take both the English Certificate "A" and the French Baccalauréat.

In the upper forms, the London *lycéens* will be joined by boys and girls from *lycées* in France, who intend to specialise in English at the university and are doing their last year or two of schooling over here. This makes for a lively and cosmopolitan sixth form, and "*les premiers*" are very much young men and women of the world.

Educationally, the products of the Lycée fully hold their own against corresponding English schools. In science, the curriculum did not include in the preceding years any preparation for English examinations, but this is being remedied by the building of a new classroom wing on the Cromwell Road frontage, which will include a laboratory block. Science teaching for English pupils is partly in English, to ensure that they have a practical terminology.

But the fantastic rate of growth and the cr Queensberry Place site mean that certain ameni lacking, and M. Gaudin is the first to deplore th A new playground, made by demolishing some comes into use this term, but even so, playgroun (two enlarged playgrounds) is restricted and break to be staggered. There is a delightful dining-roo school lunch is in three services. The food, incid is a combination of French and English—raw fr fruit-salad instead of puddings, spaghetti sometimes the place of potatoes. The chef and all but one assistants are French.

There is no place for team-games nearer than R Park, to which bus-loads are taken on Wednesd Thursday afternoons. No games are compulsory for gymnastics, and that only for the juniors. But who do play games are keen, and professionals from give instruction to the Lycée's cricketers.

From fifteen on, *lycéens* have the run of the In beautiful library of 40,000 volumes. They attend certs and plays in the elegant little pink-and-grey

THE THEATRE OF THE INSTITUT : There is accommodation for 400 people in the theatre, where the weekly programme includes lectures and a concert. An occasional play is given on the stage by the school.

Y COACH TO THE GAMES FIELDS : The team games are played at Regent's Park on Wednesday and Thursday afternoons. Although gymnastics are compulsory for the juniors, attendance at the team games is voluntary.

YM FOR JUNIORS : They are under instruction by Mlle Recordier, gym mistress. The overblouses are the property of the Lycée and are used to distinguish the teams. They are the only uniform clothing for students.

nd the school itself gives a play there from time to time, or puts on a special film show. First-formers work in he library under conditions of peace and dignity which an compare with those of any university college.

Fees paid by parents are £28 a term for children up o seventh class (the junior school), and £33 thereafter. These by no means cover the cost of running the school, which is generously subsidised by the French Government. There are virtually no extras except for religious nstruction (Catholic or Protestant, given in French). There is no uniform to be bought.

Studying the vivid young faces in playground, classroom or library, experiencing a quite uncanny difficulty n deciding whether any given child is French or English, one is bound to admit that the Lycée de Londres " has something " not found in the average English high school. No doubt it lacks something, too. It is turning out young people who may be a little different from their fellows, nd perhaps not fully equipped with their quota of honest British prejudices. But by way of compensation they may perhaps learn more quickly the first steps to becoming good Europeans.

THE LIBRARY OF THE INSTITUT : Senior pupils of the Lycée, over the age of fifteen, are allowed to use the library, which has more than 40,000 volumes. Conditions for the pupils in the Institut's Library compare with those of any university college. The tapestry at the far end of the hall is by Saingier and was woven at Aubusson.

IN THE EARLY STAGES OF THE PREPARATORY CLASSES : The children in this class, who are being taught by Mlle Mandra, are seven-year-olds. After the kindergarten stage they learn to read and write in French, and because they can already speak English, the adaptation to English reading and writing comes very quickly.

RELEASING ROCKETS FROM A JET AIRCRAFT : The two pictures reproduced on this page show a consignment of twenty-four rockets being released from a Convair F-102A delta-wing jet fighter during firing tests carried out by the United States Air Force at New Mexico. In the first picture rockets have just been fired. They are released in pairs at intervals of two-tenths of a second. The second picture shows the last of the rockets shooting ahead into space.

Firing Rockets From a Jet

Tests Have Been Carried Out in New Mexico by the United States Air Force

United States Air Force officers and technicians stationed at the Holloman Air Force base, the U.S.A.F. Armament Development Centre, near Alamagordo, New Mexico, were interested spectators at a series of rocket-firing tests carried out from a Convair F-102A all-weather delta-wing jet fighter. The rockets, known as folding-fin rockets, were stowed in special firing channels on the underside of the fuselage. These channels, which hold up to twenty-four rockets, are built into the rapid-acting missile bay doors. The rockets were fired in pairs in a series of twelve rapid bursts leaving at intervals of two-tenths of a second. The Convair F-102A is a supersonic all-weather fighter which is in production at San Diego. It is fitted with an automatic electronic control system which needs only to be monitored by the pilot, and its main armament of six Hughes GAR-1 Falcon guided missiles in a retractable belly tray is automatically fired. The twenty-four folding-fin rockets, which were fired during the tests, form the Convair's secondary armament. The aircraft is powered by one of the Pratt and Whitney J57-P-11 turbojet engineswith afterburner.

A RYDER CUP FOURSOMES MATCH: Crowds of spectators are gathered round the 18th green on the course at Lindrick Golf Club, in Yorkshire, during the foursomes match between B. J. Hunt and P. Alliss, of Great Britain, and D. Ford and D. Finsterwald, of America. Although the British team lost the foursomes by three to one on the first day, they went on to gain a great victory in the singles, winning six and halving one of the matches. Thus Britain regained the Ryder Cup from the United States for the first time since 1933. It was the third British victory since the series began in 1926. Fine golfing conditions with a moderate south-west wind greeted the players on the second and final day of the tournament. By the middle of the day Britain was well ahead, and the realisation of the impending defeat of the Americans began to dawn on the crowds. The British team played some magnificent golf. Their achievement is all the more remarkable in view of the fact that it was accomplished in the face of having lost three foursomes. The value of the British victory to the competition is incalculable. Having held the trophy for twenty-four years, American interest in the event had appeared to be waning a little. Now, interest will be awakened and the next British team to visit the U.S. will certainly meet resolute opposition.

BACK AT LAST: *Above*—Dai Rees, the British captain, is shouldered by members of his team as he jubilantly holds aloft the Ryder Cup, now in British hands after twenty-four years in America. *On right, above*—The British captain is playing out of a bunker at Lindrick during one of the foursome matches.

BRITAIN WINS THE RYDER CUP

The Trophy is Regained After 24 Years in America's Keeping

PLAY IN PROGRESS ON THE COURSE AT LINDRICK: *Above*—K. Bousfield, Great Britain, sends up a spray of sand as he plays out of a bunker at the 15th green on the course at the Lindrick Golf Club during one of the opening matches of the Ryder Cup tournament. *On right*—The last ball has been played and Britain has won the Ryder Cup. Amid cheers from the crowds, H. Bradshaw, Britain, and R. Mayer, America, shake hands before leaving the course. They had halved their singles match.

The Sphere of Travel

REFLECTIONS ON HOLIDAYS

The Advantages of Autumn Travel and of Avoiding the "High Season"

By GORDON COOPER

I HAVE rarely travelled abroad (in Europe) during November and early December, for it is my experience that almost everywhere this is the wettest period of the year. In any case, even if you do strike lucky and find a resort with a spell of abundant sunshine, the general atmosphere of the place is usually rather depressing. The local people are resting after the rush of tourists during the previous holiday months or are beginning to prepare for next year's business, which starts, possibly, at Christmas.

Frankly, then, I feel that any reader who must go on holiday at this time would do well to choose some place with diversions to be found under cover. This means that the capital cities—Paris, Rome, Brussels, Vienna and possibly Amsterdam, would be on my short list—as would be certain art centres, such as Florence, Siena, Munich and Venice. You might be lucky and get the tail-end of an Indian summer, but if not, you could explore museums, art galleries and churches free from tourist crowds. For the rest, I suggest Andalusia, Sicily, Morocco and Madeira, but the visitor must not complain if he is unlucky with the weather.

Many readers will already be pondering and planning their holidays abroad next summer. This preliminary scheming is not the least of the joys of travel, especially when it is linked with a desire for exploring places off the beaten track. There are so many of these spots, too, where one escapes from one's compatriots and all their organised needs. I know that many people are perfectly content to mix only with their fellow-countrymen, but this can hardly be regarded as travel, in the true sense of the word. For myself, I am happiest when I mingle with and get to know the natives and can discuss with them their local affairs and their views on things in general. What strikes me most is the sturdy common sense which generally prevails, and this has nothing to do with politics.

Apropos of places off the beaten track, the following few suggestions may be of interest. In France (the least-known country in Western Europe), the Auvergne and Poitou are two fascinating districts, both with superb Romanesque churches and unusual, but attractive, countryside. In Switzerland there is the almost unknown Jura area, which I recently visited and found delightful. In Spain, Galicia, despite a fairly heavy rainfall, provides many delightful surprises. The same reward comes to anyone visiting the northern provinces of Minho and Tràs-os-Montes, in Portugal. Few people know of Styria, the "Green Province" of Austria, yet for those seeking tranquillity it can hardly be bettered. I would say the same for the Weser Valley, in Northern Germany. As for Italy (second only to France in being unknown to the tourist), I consider both Apulia and Calabria, in Southern Italy, outstandingly interesting, while the latter province offers scenery second to none in Europe.

Off the beaten track, you will not find the wide range of hotels available in the better-known districts. But in the areas I have named there is always adequate accommodation. I would also add that prices are invariably lower than in the popular resorts, while the food and service are often superior. I would emphasise this point especially in the cases of France, Italy and Switzerland—the so-called "dear" countries. Generally speaking, you can board and live well on a pound or so a day.

Satisfactory hotel accommodation plays an important part in the success of a holiday, especially if you are staying for several days in the same place, and even more emphatically if you are on pension terms—these are quite often insisted upon by hotels in resorts during the high season, while they are in many cases included in the prices of "package" inclusive tours offered by travel agents. With occasional exceptions, I am opposed to this plan, as I do not believe that it really saves money. Even in the best-run hotels I tend to tire of the food and prefer to eat out. I certainly want to eat better when out on an excursion than on the average contents of a "packed" lunch. Fortunately, there are increasing numbers of *Hotels Garnis* (bed and breakfast only) to be found, for this is the kind of accommodation many people, especially motorists, want. "Motels" are also being created in some countries.

For those with families, I have two suggestions to offer. In fashionable resorts and in "Grand" hotels

A TOUR OF SARDINIA

The island of Sardinia has something to offer almost every taste—the archæologist, the historian, the lover of architecture and monuments, or those who simply enjoy splendid scenery or the pleasures of sea-bathing. Few regions of Europe are so rich in Bronze Age remains, and through more than twenty centuries a succession of peoples who have held control of the island have left their marks—in more recent times often in the form of fine cathedrals or churches.

An opportunity to explore the island is offered by Aviomar, travel agents of Genoa. Their "Tour of the Four Moors" takes ten days from the start in Genoa to the finish in the same port, and the tours are continued every week throughout the year, always starting on Monday. The voyage from Genoa to Porto Torres, on the north coast of Sardinia, is made overnight in the M.V. *Torres* of the Tirrenia Steamship Line. Passengers disembark into comfortable motor-coaches which take them on the tour of the island. Each day a stop is made for luncheon at a hotel in some notable place and overnight stops are at hotels in Alghero, Sorgono, Cagliari (two nights), Tonara, Olbia, Tempio Pausania. The last night is spent at sea again in M.V. *Torres*, on the return voyage to Genoa. The cost is about 55,000 lira (£32), to which must be added the return fare from the place of departure to Genoa. For this price the traveller shares a four- or six-berth cabin on the boat and double rooms in the hotels. There are supplements for single rooms and other facilities. Full information can be obtained from Aviomar, Via Balbi, 184 R., Genoa, Italy.

THE OLD TOWN OF BIENNE IN THE SWISS JURA: Switzerland is one of the most popular Europ countries for the British tourist, but the Jura region is little visited, although very attract Bienne, which lies on a lake, is the second town of the canton of Berne. Its chief industry watch-making and this is largely carried on in the commercial or modern district of the to

LAKE IN SOUTHERN ITALY : Pine forests stretch down to the water's edge at Lake Ampollino, in the Little Sila area of Calabria. Although the lake appears to be a natural part of the landscape, it has, in fact, been constructed to provide hydro-electric power. Its main body is about five miles long but it is very narrow, at some places its width being only about half a mile.

nerally, those of pre-war vintage invariably have small oms at the top of the house which were formerly used by dies' maids and valets of guests. These *petites chambres*, hough not usually publicised, are now available for ungsters (accompanied) at modest prices. This can effect considerable saving on hotel bills which might otherwise very expensive.

Another plan is to take a furnished flat or bungalow. sually the minimum let is for a month, but sometimes fortnight's stay can be arranged. Some resorts have eatly developed this scheme, for it spells considerable onomy to a family group, as well as allowing more free- m of movement. The local tourist office can supply ts of house agents who specialise in this kind of letting. emember always to enclose an International Reply oupon to ensure a response.) Of course, inquiries on the ot are normally more satisfactory and usually result in eaper terms.

For those travellers seeking tranquillity the matter of eet noises is of paramount importance. I believe that ny people have their holidays almost ruined by sleepless ghts, caused by passing motor traffic. Italy is easily the rst offender in this respect, and even the use of ear- ugs is not entirely satisfactory. It seems ridiculous to that some youth on a noisy motor-cycle should roar rough the street at 1 a.m. and break the sleep of hundreds persons. Even the frequently-displayed "Zones of ence" signs mean very little, for the warning only applies the sounding of horns. I suggest, therefore, that in book- accommodation prior consideration should be given to uring a quiet room, for it may be far more acceptable an a room with a view; especially if the view overlooks e of the main roads of the town.

Largely due to the ever-increasing boom in tourist vel, hotel standards are certainly falling in some Euro- an countries notably Spain and Italy. The hotel which ks ideal in a brochure may be written-up as first class, t its food and service (in my experience) are often in a ch lower category. The fact is that while fine-looking tels can be built quickly—although some of them are matchbox construction—managers, chefs, head waiters d staff generally cannot be turned out with such ease. is is where the old-established, possibly old-fashioned, tel scores in providing all-round satisfaction.

While it may not always be possible, I strongly advise vellers to avoid the months of July and August—the gh season in most places. Prices are often forced up liculously high, service is at its lowest standard, every- here there are crowds, while, in addition, climatic con- ions are not nearly as good as in May, June and ptember.

Another factor to be taken into account is the nationality the visitors in certain resorts. I refer specifically to German groups who swamp some places and often behave most inconsiderately. I am not in any way expressing anti-German feelings (I have written five books on German holiday travel), but am pointing out an obvious fact. In Italy, Spain and Switzerland they often raucously dominate the scene.

My last suggestion on the important subject of accommodation concerns visits to outstanding art centres where people may wish to spend some time. My remarks apply especially to Italy. Here the prices charged for hotel accommodation (first class) are often extremely high—in Venice, for instance, they are around £6 a day. My own choice would be to stay in a private house, at a fraction of the cost of an hotel—and often more comfortably. I took this course recently in Venice, and was completely satisfied. The local tourist office can usually advise about such rooms, although I prefer to make personal inspection on the spot. In Spain there are the "luxury" and first-class pensions which merit consideration. For the motorist in France and Spain I suggest that they obtain lists from the respective national tourist offices of the *Logis* (France) and the State-run *Paradores* and *Albergues* (hotels and inns in Spain). All provide quite satisfactory accommodation and plenty of good food at reasonable prices.

While comfortable accommodation plays an important part in the satisfaction to be derived from travel, it should not be over-estimated by those whose interests lie mainly in sightseeing. A visit to the classical sites of Greece is a reward in itself, quite apart from the standards of local hotels. Then, how fortunate are the young people of to-day with their Youth Hostels, many of which are far more romantically situated than any hotel. If I were twenty-five years younger I would certainly go straight to the fine hostel at Fort Euryalus, with its magnificent and imaginative panoramic view over the most exciting historical setting in all the world.

My last reflection, in my limited space, concerns prior reading about the country to which you are going. I consider this to be far more important even than confining yourself to a guide-book after arrival. Once you have a knowledge of the background, then it is much more interesting to find things out for yourself. You will want a town-plan, of course, while I find the picture postcards displayed in shops are a satisfactory index to the sights of a place. Usually, I prefer to avoid the monotonous and repetitive prattle of guides.

AIR, LAND AND SEA TRAVEL

Although certain tourist excursion fares by air were discontinued from October 6, B.E.A. announce that on some routes they will continue throughout the winter season : these flights are to places such as Gibraltar, Malta, Paris, Dublin and even Belgrade. . . .

Czechoslovakia is openihg a tourist office in London soon ; last year over 1,000 people from Great Britain visited that country on holiday. There is a great need for up-to-date information about tourist facilities in Czechoslovakia before more people decide to go there. It has been suggested that CEDOK, the national tourist organisation, should try to interest British people in the Czechoslovakian spas. It is hardly likely that the present generation will recognise Carlsbad as Karlovy Vary. . . .

British Railways are trying out some new rolling-stock on the public. Recently two new carriages were attached to the Mancunian Express and passengers were asked what they thought of them. Features noticed included adjustable reclining seats, automatic temperature control and de-misting devices on the windows. . . .

Charges for children in hotels have always been a sore point with many parents. There never seems to be a set standard. It is good news to hear that the Norwegian Hoteliers' Association has recommended to all its members that a child over the age of seven and under twelve, sharing a double room with adults, should be charged 75 per cent. of the pension rate, and that only 50 per cent. be charged if the child is under seven. If, however, a single room is occupied by a child, alone, or a double room shared with only one adult, the total price would be paid. It is time that the International Hotels Association adopted similar standards for the whole world. . . .

The *Stella Polaris* leaves Dover on November 25, calling at Madeira, Barbados, Trinidad, Curaçao and Kingston. It is possible for arrangements to be made to return from any of these places by another ship. Forty-seven days seems to be a favourite period for round voyages. There are three this winter on the Nederland Line's M.S. *Oranje*, on November 6, January 3 and February 28. There is also one by the Royal Mail Line on the S.S. *Alcantara* to Buenos Aires and back, leaving Southampton on February 5. A slightly shorter round voyage to Buenos Aires by the same line, leaving Southampton on December 15, has the added attraction of Christmas and the New Year being spent at sea.

W.D.C.C.

CHRISTMAS HOLIDAYS

IT is not too early to make reservations for holidays away from home during the Christmas season. Here are some suggestions :

(1) In England, Trust Houses provide organised entertainments in several of their hotels, including the Old England at Windermere (75s.) ; the Green Dragon, Hereford (70s.) ; the Berystede, Ascot (70s.) ; the Red Lion, Colchester (65s.) ; the Angel, Guildford (63s.) ; the Shakespeare, Stratford-on-Avon (60s.) ; and the Duke's Head, King's Lynn (60s.). The prices shown in brackets indicate the daily charges. For those who prefer a quiet Christmas, there is, incidentally, special fare at all Trust Houses.

(2) Cook's offer a special Christmas party in Paris (December 24-27) at £19 6s. or, with air travel, at £22 5s. Extensions of stay can be arranged. They also have arranged for festivities at two of their hotels in Palma (Majorca).

(3) Lunn's (36, Edgware Road, London, W.2) can fly you out by charter plane on December 21 to Las Palmas (Canaries) for a fourteen-day holiday in the sun, the all-in cost being 89 guineas. This firm also has a Christmas party in Paris (December 23-26) at 19½ guineas.

(4) Erna Low Travel Service Ltd. (47, Old Brompton Road, London, S.W.7) will be having Christmas house-parties in England at their selected establishments in Warwickshire, Sussex and Surrey ; and abroad, in Vienna, Florence, and Cap d'Antibes.

(5) Wings Ltd. (48, Park Road, London, N.W.1) offer two holidays abroad, both by air in chartered planes. The first brings you to Naples (two nights), then to Athens (five nights), and on the return flight two nights are spent in Rome. The departure date is December 21, and the inclusive charge is only 52 guineas—a real travel bargain when one considers that the normal air service fare alone is over £100. The second tour flies you out to Seville, then to Tangier, and concludes at Palma ; in each of these places three days are spent, and the inclusive cost is under £50.

(6) At all the popular winter sports resorts there will be organised Christmas entertainments, so that even though the snow may be lacking you can still have a good time. One point I would stress about winter sports hotels is that you can be sure of warmth inside, while if the sun is shining outside you will feel as warm as anywhere else in Europe.

THE SUTHERLAND RUBINSTEIN

Two Versions of the Controversial Portrait of Miss Helena Rubinstein by Mr. Graham Sutherland are on View at the Tate Gallery

MISS HELENA RUBINSTEIN AS MR. GRAHAM SUTHERLAND SEES HER : This portrait and the alternative (on left) are on view at the Tate Gallery, and are the first of a woman by Mr. Sutherland to have public viewing. The picture above belongs to the sitter, the other to the Beaverbrook Foundation.

Below—

MISS RUBINSTEIN DEFIANT : This powerful characterisation is the second version of Mr. Sutherland's portrait. It was bought by Lord Beaverbrook for the Beaverbrook Foundation and will eventually be presented to the Art Gallery which is being built by the Foundation in Fredericton, New Brunswick.

Mr. Graham Sutherland has already shown powerful and controversial portraits of Mr. Somerset Maugham, Lord Beaverbrook and Sir Winston Churchill. Now, with his first portrait of a woman to be viewed publicly, he has given visitors to the Tate Gallery two versions of an unusual picture to contemplate and criticise. They are of Miss Helena Rubinstein, the well-known head of the cosmetics firm which bears her name, and show great assurance both in the character of the sitter and in the technique of the artist. Miss Rubinstein is wearing a scarlet brocade dress (by Balenciaga); she has several rows of baroque pearls round her neck and great amethyst rings on her fingers. The background is a cold grey. Mr. Sutherland has said that his great problem was to get in as much as possible of the detail of all these things " and still keep it a painting."

It is only of recent years that Graham Sutherland has taken to portraiture; and each one he has exhibited has made an enormous impact. The two versions of Miss Rubinstein's portrait belong respectively to the sitter and to the Beaverbrook Foundation, and are shown at present in the West Annexe of the Sculpture Gallery at the Tate, together with other recent loans and acquisitions. The Sutherland pictures are undoubtedly the most compelling of the exhibits. Mr. Sutherland announced that he was painting two other portraits of women simultaneously with the Helena Rubinstein, but he would not reveal the names of his other sitters. The woman who trusts herself to Mr. Sutherland knows that she will not be flattered. His work is as different from fashionable portraiture as it is possible to imagine. But there is little doubt that it is he who will influence the younger painters.

THE DISCOVERY OF MARBLE FRAGMENTS IN A CAVE ON THE SOUTH-WEST COAST OF ITALY : A general view of the grotto at Sperlonga, on the coast between Terracina and Gaeta, showing, in the right background, the fragments of marble which may be the Greek original of the famous Laocoön group. A copy of the group is one of the treasures of the Vatican Museum. *Below*—A close-up of the marble fragments. They were found during work on a road.

LAOCOÖN ORIGINAL ?

The Fragments of Statuary which have been Found in Italy, may be the Original of the Group in the Vatican Museum

The discovery of the marble pieces in the grotto of the coastal village of Sperlonga was made by an antiquities superintendent of Rome. Some 400 fragments have been found and they are believed to form part of the Greek original of the famous Laocoön group, a copy of which is in the Vatican Museum. The site of the discovery corresponds with the location of a villa which was visited by the Emperor Tiberius, and is believed to have been the scene of his escape from death when part of a grotto collapsed. Among the fragments of the colossal figure discovered in the grotto are said to be three torsos of outstanding workmanship, the head of a young man, two legs, a thigh, a foot, and several parts of the coils of a serpent. The base of the group is also said to bear the names of the sculptors who, according to Pliny, sculpted the group in the first century B.C. The copy of the Laocoön group in the Vatican Museum was discovered four and a half centuries ago. Meanwhile, at the grotto at Sperlonga, the fishermen of the village have taken precautions to prevent the fragments from being taken to Rome.

The World of Books

HOMAGE TO THE ROYAL AIR FORCE

The British as an American sees us; Notable Biographies; George Moore's Letters to Lady Cunard; Essays by Peter Fleming; An Escape Story; and a Survey of Japanese Nationalism

THE Royal Air Force is nobly represented by the first three books of this selection, which is just as it should be, so near to the anniversary of the Battle of Britain. First, Mr. Graham Wallace's record of the most famous fighter airfield of them all: R.A.F.—BIGGIN HILL (Putnam. 21s.). "Biggin-on-the-Bump," as it has been affectionately known for years, was founded in 1917 and has been through many vicissitudes. It reached the height of its fame in the last war when such men as "Sailor" Malan, A. C. Deere and Mungo Park were flying from there and when successively the Eagle Squadron, formed by Americans long before their country came into the war, and the Free French Squadron were there.

As the story of a single station this would be highly interesting; as some sort of synthesis of the spirit of the R.A.F. as a whole, it is inspiring. Technically, the range is from the Bristol fighters of the First World War to the Hawker Hunter jets of to-day. From the point of view of personalities, these include George VI, Biggin Hill's "friend and neighbour," Winston Churchill, and Miss Jeanne de Casalis. The photographs are superb, but the absence of an index is quite inexplicable.

LEADER OF THE FEW (Jarrolds. 25s.) is Mr. Basil Collier's biography of Air Chief Marshal Lord Dowding, written by his authority and with his co-operation. This exceptional man has had a career which began with the Army and a youth when ski-ing, at which he excelled, and riding, at which he was known to win races, were part of his existence. Later, the austerity which shows so clearly in his photographs and which has always been part of his legend, became more evident. The climax of his life in the Service was when, in 1940, he led the air defences to victory in the Battle of Britain, and his biographer has shown this crucial period and its aftermath as it affected the course of the war and, very personally, Dowding himself. Before the end of the war he retired to private life, and now interests himself greatly in spiritualism. This is the life-story, up to date, of a man who was once nicknamed "Stuffy" but who has never compromised with his convictions.

Marshal of the Royal Air Force Sir John Slessor has assembled more than twenty of the lectures, articles and broadcasts he has written and delivered on the developments of strategic policy in the nuclear age and has, with his usual perception, given them the inclusive title of THE GREAT DETERRENT (Cassell. 30s.). Since, however glorious, tragic or generally absorbing the histories of past wars must be, we must still occupy ourselves more with things of the future, there is no need to emphasize the importance of Sir John's findings in this field, particularly when one pauses to examine the deserved reputation of one of the most clearsighted and brilliant of this country's soldiers to-day.

RESCUE! (Gollancz. 18s.) is a volume of stories dealing with exploits by the U.S. Air Force and bears a recommendation from, among others, Sir John Slessor. Mr. Elliott Arnold travelled some 50,000 miles to get the facts for his book on the Air Rescue Service (which stemmed from the R.A.F. organisation), and has written a book which is constantly exciting and impressive.

Now for a view of ourselves as seen by American eyes—a salutary experience, on the whole. Mr. Drew Middleton is the London correspondent of the *New York Times*, one of the three best newspapers in the world. He is also a real friend of this country's, which does not make him either blind or over-indulgent, but does mean that he has worked to get a real, unsentimental, first-hand and absolutely contemporary understanding of what makes us tick and what makes up our national character. THE BRITISH (Secker and Warburg. 25s.) is a book in a thousand and a splendid challenge to complacence.

Back to biography with the next three books, which include Mr. Peter Bull's devoted and often very funny chronicle of his father's life and, since Sir William was a family man, of the kind of family life which a happy marriage and four sons may produce. BULLS IN THE MEADOWS (Peter Davies. 16s.) is a delightful book.

WITH LOVE AND LIZARDS (Michael Joseph. 13s. 6d.) is a rather more self-conscious affair, being a recital of the adventures in a hair-raising summer spent by John and Penelope Mortimer, their six children and a German nannie in the south of Italy. To get the unmanageable party there at all was a great feat; to return them to England and a very different form of civilisation, another. Mr. and Mrs. Mortimer are both novelists as well as being parents and travellers. They also—if ever anyone did—deserve the adjective "intrepid."

SIR HARRY JOHNSTON AND THE SCRAMBLE FOR AFRICA (Chatto and Windus. 30s.) by Mr. Rowland Oliver, takes the reader back to the days when the British Empire was still in formation and when the subject of this admirable book was an inspired if extremely unconventional administrator of vast tracts of that empire in Africa. This tiny little man with the high, squeaky voice was a legend in his own lifetime and has remained one. Administrator, soldier, naturalist, explorer, author and painter—and all these to the degree of distinction—Harry Johnston is remembered in Africa as he is in Whitehall.

GEORGE MOORE: LETTERS TO LADY CUNARD, 1895-1933 (Hart-Davis. 27s. 6d.) is a collection of love-letters from the author to the hostess and has been edited and introduced by Mr. Rupert Hart-Davis. In his essay he explains the background against which Moore set down these words and, with considerable delicacy, the circumstances of their attachment which, shorn of words,

AN ARTIST PUBLISHES HIS AUTOBIOGRAPHY: Mr. Ernest Shepard (in check suit) at the exhibition of original illustrations from his book *Drawn From Memory* (Methuen. 21s.), which is being held at the Army and Navy Stores. On the left is Mr. Thomas Joy, of the Army and Navy Stores and President of the Booksellers Association, and, on right, Mrs. Shepard and Mr. Allan White, Managing Director of Methuens. *Drawn From Memory* describes and illustrates the Victorian childhood of the 77-year-old artist and was reviewed by Mr. John Gore in "The Sphere" of October 5.

would have been sadly ordinary. But the words and are reproduced here to prove that George M lover was still inescapably the stylist.

Mr. Hesketh Pearson has a rare industry for reconstruction and, to a great extent, for revival newest effort in this line is GILBERT: HIS L STRIFE (Methuen. 25s.), which is some contin reinforcement of his earlier work, *Gilbert and* The present book is, according to Mr. Pearson's habit, full of life and humour with many good an one of them embodied in a rare photograph page 129) and demonstrating the fact that play when reading their own works aloud, can ne for a sympathetic or even an alert audience.

The vast calm—as it appears to us now—of th and the 1900's does not carry over to the next g books of which one is a collection of essays an pieces by Mr. Peter Fleming: WITH THE G TO MEXICO! (Hart-Davis. 16s.). This stirri improbable title might be an essayist's dream, supposing the essayist had a sense of humour. present case it came full-fledged from the bro French *littérateur* and, as presented by Mr. Fle very funny indeed. That, indeed, could be said of these pieces, but the best are those in which Mr. F reveals himself as a man of feeling and the five p has written about Lord Wavell qualify him n humorist but as an acute and compassionate obs

ESCAPE FROM MONTLUC (Dobson. 16s back to the last war and to the ingenious and impossibly courageous actions of the author, M Devigny, who got out of tight scrapes, prison an ignoble circumstances by being very quick, ver and capable of great endurance. The translatio the French has been done by Mr. Peter Green, an has already been made in France of the events.

Peron and his extraordinary dictatorship, extra even in the terms of the last three decades, is the of Mr. Frank Owen's biography, which inevitab treats of "Evita," his actress-wife who died five ye and who, until then, had been such a vital elemen career. PERON (Cresset Press. 21s.) is an excitin to read, though I am not certain that it will definitive life of the man who based his army cl Mussolini's Fascists, attained and abused powe after his wife's death, was forced to flee to exile he remains.

THE DOUBLE PATRIOTS (Chatto and W 25s.) is a survey of Japanese nationalism by Mr. R Storry, an Australian don who is now a Fellow research section of Far Eastern studies at the new of St. Anthony's, Oxford. His book has an exact work, the Japanese foreign policies of the twentie tury, but a special reference within that, which co the secret societies and military sets which ha power over the politicians and even over the Em Sound and solid.

Vernon

L. Owen's *The Real Lord Northcliffe*, published in 1922, Pemberton's biography in the same year, Hamilton Fyfe's biography in 1930, Tom Clarke's *Northcliffe Diary* and Sir John Hammerton's and Ferdinand Tuohy's memories, have all contributed to a massive literature about Fleet Street's greatest and most controversial personality. Now Harry J. Greenwall, who worked for Northcliffe and knew him intimately, has tried his own hand at portraying "the chief." NORTHCLIFFE, NAPOLEON OF FLEET STREET (Wingate. 21s.), presents a far-from-balanced picture of a far-from-balanced character, and some may feel that it does a disservice to Northcliffe's memory. Mr. Greenwall starts his book with a description of the final phase in the Carlton Gardens penthouse where Northcliffe, said to be insane, breathed his last surrounded by male nurses to whom he was still issuing orders as he did in his heyday at Carmelite House and Printing House Square. The book ends by returning to these tragic moments and the disputed will and codicils; the double emphasis is really far from fair. Mr. Greenwall's book certainly pays tribute to Northcliffe's restless journalistic genius, and there is no doubt of his own admiration for him, but Northcliffe's work in America as Chairman of the British War Mission, his work as Director of Propaganda in Enemy Countries, does not receive the attention it merits from a serious biographer, whereas the alleged persecution of Marshall Hall is played up to the extent of a whole chapter, which incidentally constitutes a powerful indictment of the authoritarian practice of editorial blacklisting. Mr. Greenwall's book certainly supersedes no existing biography, but it is none the less important as one journalist's assessment of the outstanding journalist of his age and it shows beyond all doubt that "when the fever was on him," Northcliffe could do things with an energy, drive and imagination unsurpassed in the annals of Fleet Street.

The subjugation of the Indian by the white man has been Hollywood's favourite theme since Technicolor came to its rescue and the battle against television was

ANOTHER NORTHCLIFFE BOOK

Harry Greenwall's Napoleon of Fleet Str

really on. Cochise, chief of the Chiricahuas, is probably better known in many English home any other historic figure on the North America tinent. But, with due respect to them, the film glam tions of the fifty-year war for America's sou are hopelessly distorting and incurably romanti Paul Wellman we have a really serious historian subject, and DEATH IN THE DESERT (F Press. 18s.) continues the narrative which he be *Death in the Prairies*. Here he focuses attentio the Apache, the lean, sun-baked warriors, imbue shocking cruelty and vitality, who, in the deser made the last stand against the surging migration the east. Mr. Wellman takes the narrative right th to the Geronimo war of 1883-86. Geronimo, the l tiger, has been described as the worst Indian wh lived. The abnormal cruelty and hatred in h certainly made him a fearsome opponent, an double-dealing and brilliant cunning made him nigh impossible to trap. Mr. Wellman's book fully adequate maps, and some fascinating content photographs.

James Macdonald, born in Glasgow in 19 lived during his life in the jungle of industrial slu and, for a brief moment of glory, he led a private during the war in the jungle of Malaya. To-d is enjoying a new life as a family man in Aust his story, MY TWO JUNGLES (Harrap. 16s.) intensely moving social document and some p may find it hard to believe indeed how he could endured so much squalor and degradation in the gow of his childhood and emerged the very sane he undoubtedly is. This is a fine autobiography.

DE LUXE EDITIONS

't is always a delight to come upon a book in which great care has been taken to ensure that it is produced in a form worthy of its contents. THE NOBLE GRAPES AND THE GREAT WINES OF FRANCE (McGraw-Hill. 5 gns.) comes high into the category. The author is M. André L. Simon, that distinguished authority upon the wines of his country. Let it be said that M. Simon's information about grapes and vintages, care of wines and the meaning of wine terms and much else is so definitive that it would be acceptable in any print. As it is, the publishers have provided the proper complement to the author in twenty-four full-colour photographs by Percy Hennell of both grapes and wines, from scenes in the vineyard and grapes in the bunch to the delicate colours of wine in the bottle and poured to the glass. There is further pleasure in the lay-out of every page, in the print and in the chapter headings. This is a superlative book well worth saving up for—to give to oneself.

Another volume in the de luxe class is THE CONCISE ENCYCLOPÆDIA OF ENGLISH POTTERY AND PORCELAIN, edited by Wolf Mankowitz and Reginald G. Haggar (André Deutsch. 6 gns.). Every collector will want to possess it for easy reference. The mere amateur, too, will find his knowledge rapidly expanded by the splendid colour plates, the numerous photographs and the hundreds of drawings of potters' marks, monograms and signatures. It will appeal as well to those who collect well-produced books for their intrinsic worth.

For years the Fire Brigade has been accepted as a local amenity, like drinking water or drainage. Smoke billows from the windows of a building, the alarm is given, the red vehicles peal their way through the streets, stirring the hearts of children and good newspapermen. But, let it be confessed, the incident is unlikely to affect anyone else unless they are directly concerned with the conflagration or unless there are allegations that the firemen have not arrived on time or have failed to deal expeditiously with the blaze. (Then, of course, much adverse publicity is focused upon the senior fire officers.)

The full measure of our unawareness of what we owe to the fire brigades as a social service can be found in the fact that until now no one has bothered to write their history. At last this defect has been remedied, by G. V. Blackstone, Chief Officer of the Hertfordshire Brigade, in A HISTORY OF THE BRITISH FIRE SERVICE (Routledge and Kegan Paul. 60s.). Mr. Herbert Morrison writes the foreword. The author, who has a style and method to be envied by many professional historians, takes us through the whole story of the development of the fire service from the time of Roman Britain to Hitler's blitzes and the establishment of the N.F.S. and the A.F.S. There is no need to assert that the book should be compulsory reading. Like the two previous volumes reviewed in this column, it is so well-written and produced with colour, half-tone plates and drawings that, once started on the pages, one never has the desire to close them until one has come to the end.

Finally, three new titles in the series of "Splendour Books" for children published by W. H. Allen. They are ALICE IN WONDERLAND (illustrated by Faraja at the price of 15s.); THE SLEEPING BEAUTY AND OTHER STORIES (retold by Shirley Goulden and illustrated by Benevuti, at 12s. 6d.); and SNOW WHITE AND OTHER STORIES (also retold by Shirley Goulden, with illustrations by Nardini, also at 12s. 6d.). All the illustrations are in colour and these are volumes children will want to keep on their special shelves and which provide exceptionally good value for money.

C. D.

Cledwyn Hughes' THE HOUSE IN THE CORNFIELD (Werner Laurie. 21s.) is the story of an invalid who cured himself in mind and body by going down to the farm—no fashionable drugs; just plain living and open air was the cure. The book has much of the enchantment which Mr. Hughes beyond doubt found on every hand in the solitudes of Shropshire.

Ritchie Calder's MEN AGAINST THE FROZEN NORTH (Allen and Unwin. 16s.) is an account of the author's journey by aeroplane, dog-sledge and snow tractor over 40,000 miles of Arctic wastes. His mission was to see for himself what science and an indomitable pioneering spirit can achieve in making this region part of the habitable world. Uranium and gold-mining settlements, oilfields, research stations and animal-breeding stations are each visited in turn during five wild sweeps across the Arctic. Mr. Calder writes vividly and well and, even about technical matters, in a way most of us can readily understand.

Ted Bank is another explorer of the northern wastes. He has made the windswept island chain of the Aleutians a special study, returning there following war experiences in the group. BIRTHPLACE OF THE WINDS (Robert Hale. 18s.) is, like Ritchie Calder's book, a fascinating blend of science and adventure.

R. C. E.

LESLEY STORM'S NEW COMEDY AT THE PHŒNIX THEATRE

AN EARLY TRIUMPH: Jane (Waveney Lee, second from right) celebrates her successful manœuvre to dismiss Bernard Taggart-Stuart, who had been brought to Dungavel Castle to free her father, Lord Dungavel, from the responsibilities of his estate—one of the many amusing scenes in Lesley Storm's new comedy *Roar Like a Dove* at the Phœnix Theatre. From left to right are Paul McGrath, Anne Kimbell, John McCallum, Waveney Lee and Evelyn Varden. Miss Storm's new comedy has no message and no anger. It is a witty, light-hearted comedy of Anglo-American manners. American-born Lady Dungavel has had six daughters in a sustained effort to produce an heir to Dungavel Castle. But she wants a gay, social life and appeals to her parents for help. They fly over by the next transatlantic plane and her father (a gentle tycoon) quickly arranges for a kinsman of Lord Dungavel to come from London and take over the estate. The plot miscarries. Bernard Taggart-Stuart is no substitute for the laird; and Lord Dungavel's eldest daughter is not slow to play on his horror of the more elemental side of farm life. He flies and Lady Dungavel, her hopes dashed, leaves for America with her mother. But she has her fill of the social round and returns to end the play happily by producing a brother for the six Dungavel daughters. The comedy is expertly produced by Murray Macdonald and beautifully acted by an Anglo-American cast. Evelyn Varden is the archetype American matron as the laird's mother-in-law. She is one of Broadway's leading actresses and has played such diverse parts as Mrs. Hardcastle in *She Stoops to Conquer* and Monica in Noël Coward's *Present Laughter*.

"IT'S A ?": Lord Dungavel's American mother-in-law announces the birth of his seventh child. On the left is Paul McGrath as her husband and, second from right, is Anthony Ireland as Lord Dungavel's unsentimental bachelor cousin.

"COUNTRY MATTERS": Mrs. Chadwick increases Bernard's discomfort in her account of a tramp round the home farm. On right is Peter Barkworth as the "greenery-yallery" young man who has been brought from London to manage the Dungavel Castle estate.

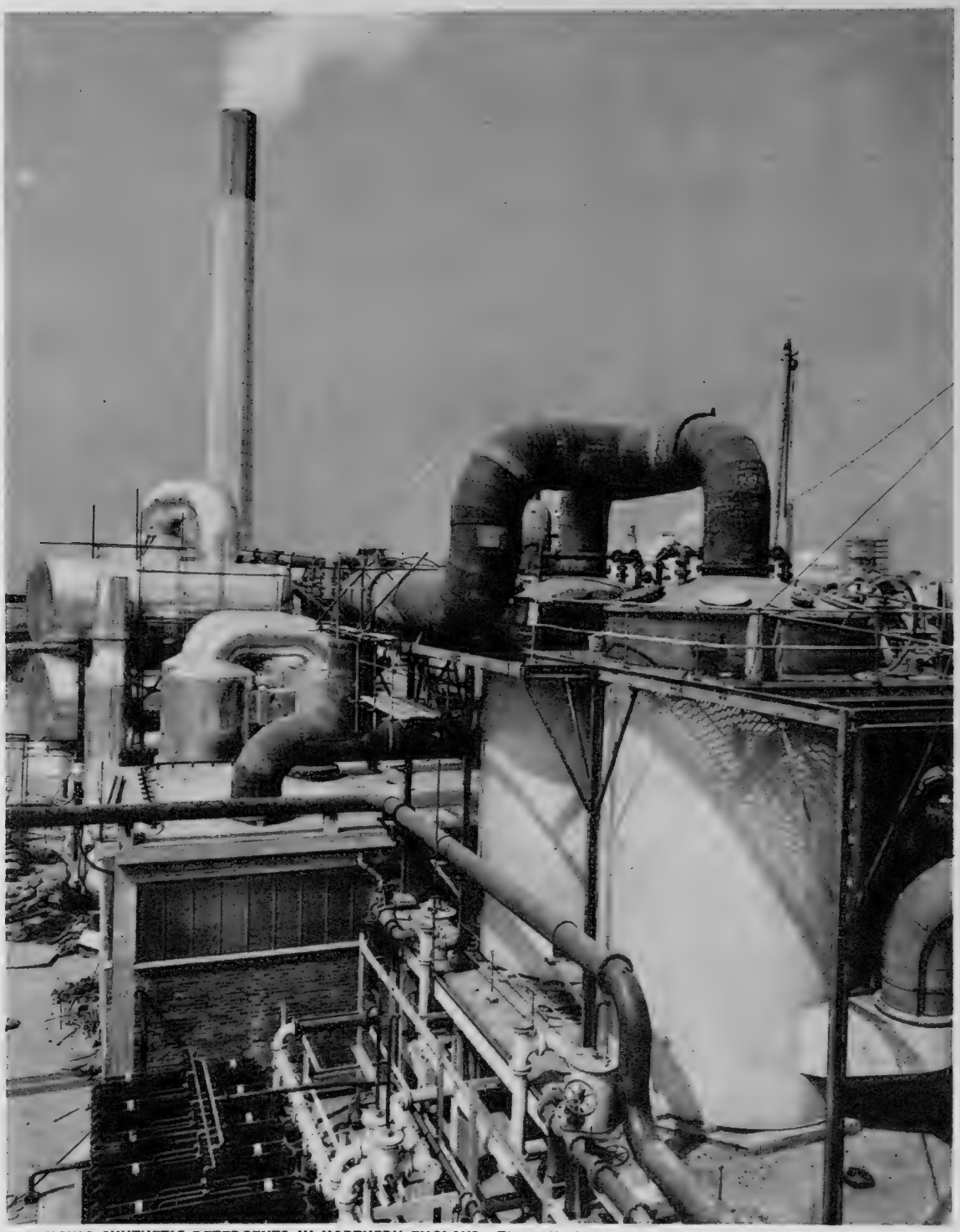
"IT'S A BOY": Lord Dungavel, Edward and Tom Chadwick drink to the first male heir. The run of six daughters has been broken, and the Dungavel family problem is solved.

PROGRESS IN INDUSTRY AND ENGINEERING—*A Weekly Survey of Achievement in Britain and Overseas*

EFFERVESCENT AS EVER—THE DETERGENT MARKET

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

IT is often said that mass production depends on mass distribution: seldom has the adage been more neatly illustrated than in the case of synthetic detergents. The transformation in the whole business of washing that these foamy chemicals have brought about—almost entirely since the war—has been based upon some of the most concentrated and scientifically planned "marketing strategy" ever brought to bear in Great Britain. Few housewives in the country have escaped the impact of this. No other product, for example, has brought them quite as many envelopes through the letterbox imploring them, "Don't ignore this! It means MONEY!" Upon a paperchase of coupons, a sizeable new industry has been built in Britain.



PRODUCING SYNTHETIC DETERGENTS IN NORTHERN ENGLAND: The tall chimney dominates the sulphuric acid contact plant of Marchon Products at Whitehaven, in Cumberland. Detergent production needs sulphuric acid. This acid plant, which towers above the Whitehaven works, uses anhydrite, sulphur-bearing material mined in Britain.

Anything you can wash with—soap in particular—is a detergent. But in ordinary usage and the industry the word is now used loosely to mean any detergent that isn't soap. "Wetting agents" made from other ingredients than the natural fats and oils used (with caustic soda) to make soap have been known for a century or so, and some have been used in textile processing for years. Detergents using synthetic ingredients derived mainly from coal tar were developed during the First World War—in Germany, during the shortages imposed by blockade. But these were too costly for general use afterwards.

Between the wars, laboratory development of industrial detergents went on. Compounds were developed from natural fats that for certain jobs were more effective than soap, though more expensive. Germany remained ahead, though similar products, by the '30's, were being made in the United States and Britain. Most of these products were still used exclusively in industry, though the soapless shampoo became popular in the home. By the late '30's, the emphasis had shifted again to detergents that did not need natural fats; in Germany to products based upon brown coal derivatives, in the United States and Britain from petroleum by-products.

War immensely accelerated the commercial development. Germany and Britain alike were short of fats, and hence of soap: the United States had vast new fighting forces to supply abroad. Huge tonnages of "sea water soap" made partly from "soapless" materials were produced by all three countries. Moreover, dozens of brands of "soap substitute" were produced on each home front to supplement meagre soap rations. Slightly different materials were used in each country, but the problem they helped to solve was the same.

Nor did that problem disappear with the war. The world was left with a shortage of natural fats and oils that took years to overcome. The plans for big-scale detergent production, upon which companies such as Shell in Holland and Britain and Proctor and Gamble in the United States had begun even before the war, matured in an unexpectedly receptive period. In Britain, for example, soap remained "on the ration" until 1950. This commercial advantage was partly offset, in Britain, by shortages of key materials such as sulphuric acid and phosphate compounds, and by difficulty in getting permission and resources to build new plant. Thomas Hedley of Newcastle, which had entered the field with "Dreft" even before the war, obtained permits to install detergent plant in the early years ahead of the requisite building licences, so it ran the equipment in the open for more than a year.

What the makers did manage to do, in those early years, was to learn to sell the stuff, and to teach the British housewife that it was more than a "soap substitute." By the time they had done this, soap rationing was over. But the products they had to sell were far better than a few years before. Moreover, many of the weaker firms that had jumped on the bandwagon during the soap shortage had been squeezed out.

A synthetic detergent can possess several advantages over soap, for many jobs. In hard water, these compounds do not produce the curds and scum soap does; they remove grease more effectively, and their qualities can be tailored more closely to washing needs. Some of them, to-day, contain additives that make a fabric reflect more light: there is some reality in the "whiter white" claims. They are harder on some people's hands than soap, but dermatitis does not seem to have increased generally since they came in. They can have definite effects in "foaming-up" sewage works and rivers and can, it appears, affect the efficiency of sewage disposal. But research is in progress both to make disposal more efficient and to render the detergents more suitable for treatment there.

No product has been more widely and competitively advertised in post-war Britain, nor has the composition of any other product been so elaborately and continually modified to suit or tickle the customer's taste. One does not need much detergent for washing. But the housewife does not want to have to measure out a few grains, so the "surface active agents" are mixed with three or four times their bulk of "fillers" that do less important work in the washing process. Synthetic detergents, unlike soap, clean without much lather, but the housewife likes to see the bubbles to show when she has enough in the washbowl, so "foaming stabilisers" go in, too. Does the housewife feel a blue washing solution looks somehow cleaner? Both the country's leading detergent manufacturers, Hedley and Unilever, make blue versions of their powder. (They did, incidentally, tell the housewife at one time that she need not rinse what she had washed with their products: she read the advertisements, bought the powders—and went on rinsing.)

What has the industry earned from this decade of super-promotion? First, customers for about a quarter of a million tons a year of products that hardly existed at all before the war. Secondly, about a third of the whole market for soap and washing products of all kinds, and about half of the household washing powder business. In carving out those shares, it has vastly extended the size of the whole market for washing products, though experts told a Government committee a couple of years ago that this total expansion seemed to be levelling out. It has created a market for large tonnages of petroleum by-products from Britain's new refinery industry, and a new business for the producers of basic organic chemicals. One of these producers, Marchon Products, recently acquired by Albright and Wilson, built up a thriving chemicals business since 1941 primarily around materials for detergents. About a fifth of the detergents sold still go to the industrial market—mainly in a liquid form.

Both Britain's main suppliers of finished detergents on the consumer market, Unilever and Hedley, produce different "competing" brands: both, too, produce soap and soap powders. So competition in this market, which has been "researched to the Nth degree," is complex as well as bitter. In 1954 Hedley, leading in synthetics, countered a Unilever price cut in detergents by cutting its own prices for soap, where Unilever has the lion's share of the market. Coupons that amount to temporary and localised price cuts, and recently free packets of new products, are constantly being thrown in to woo the customer. Of late, indeed, the crunch of competition has shifted to the soap market, where Hedley has deployed its new "Fairy Snow" in an attempt to erode the steady hold on the market possessed by Unilever's "Persil" and "Rinso"; the weapon of advertising, to some extent, has shifted to television. But in the detergents war, the housewife may rest assured that many more campaigns will be waged to win her favours.

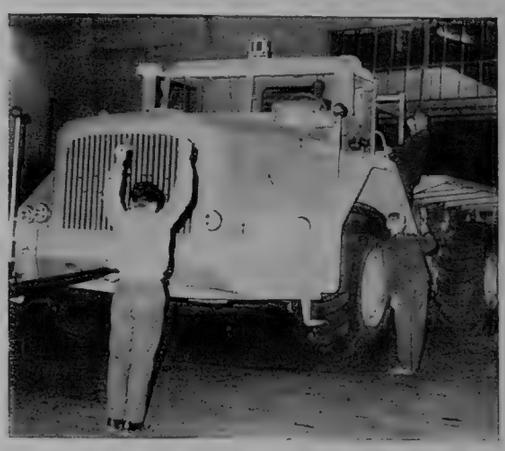
PROGRESS IN INDUSTRY AND ENGINEERING—*A Weekly Survey of Achievement in Britain and Overseas*

RAPID CONSTRUCTION IN REINFORCED CONCRETE

The two pictures which were taken at an interval of a few months show the rapid construction of the new Southbridge House in Southwark Bridge Road, in Central London. The picture *on the left*, showing the tall crane of Sir Robert McAlpine and Sons Ltd. towering above the site, was taken on May 6 this year. *Above, right*, the picture shows the state of the building on September 20. At the end of eighteen weeks the reinforced concrete structure of the twelve-storey building had been completed and work on the construction of the walls was advancing rapidly. The architects for the building are Lam Biel and Partners.

SUPPLYING ELECTRICITY BY WIND

Workmen are digging near the foundations of an experimental wind-powered electric station which has recently been opened in the Dely-Ibrahim area of Nigeria. The tower is nearly 100 ft. in height, the outside rotator having a diameter of 78 ft. The alternator with a vertical axis develops a power of about 100 kilowatts under a wind blowing at approximately 42 ft. per second. It is expected that the annual output of electricity will amount to about 180,000 kilowatts.



On left—

THE WORLD'S HEAVIEST TRUCK

A transport worker standing in front of a 100-ton Berliet Sahara transport truck gives arm signals to guide the driver through the main gates of a factory near Lyons, in France, where it was built. It is thought to be the heaviest truck in the world and an impression of its immense size can be gained by the wheels, which are taller than the man standing beside the vehicle.

A TRANSPORT PROBLEM IN DEVON

A group of onlookers watch the efforts of workmen to ease this large boiler through a low bridge at Horrabridge, in Devon. The boiler was being transported by road from Devonport Dockyard to H.M.S. *Raleigh*, a stokers' training establishment at Torpoint. When it arrived at the bridge, the wheels had to be removed from the trailer and the back axle disconnected. The boiler was then put on wooden boards, forming a track, and "skidded" under the bridge. It took several hours to move the boiler the required distance of 10 yards. The height of the boiler on the trailer was 16 ft. The bridge is only 15 ft. 9 ins. in height.

PROGRESS IN INDUSTRY AND ENGINEERING—*A Weekly Survey of Achievement in Britain and Overseas*

A MODERN COLLIERY IN THE MIDLANDS : Scaffolding surrounds the almost-completed No. 2 shaft of Bilston Glen Colliery, which is about two-and-a-half miles south-east of Wolverhampton. One unusual fact about the 2,000-ft.-deep shaft is that it is some distance from the main seams so that the coal does not have to be left near it. *On right*—An overhead conveyer is used to remove debris. In the background is the partially-completed coal-winding shaft. This colliery has been under construction for five years and will be very highly mechanised.

PUSH-BUTTON COAL-MINING

Bilston Glen, about two-and-a-half miles from Wolverhampton, was once a beauty-spot, but because of the immense demand for coal, which lies beneath it, it had to be sacrificed. When completed—in early 1960, it is estimated—it will be one of the most modern mechanised collieries anywhere in the world. It has now been under construction for five years and last month the first trial descent was made down its No. 2 shaft and tunnelling began at the bottom of this 2,000-ft.-deep pit. A departure from the conventional design of collieries is the building of the shafts a considerable distance away from the main seams. This will mean that good coal need not be left untouched around the shafts. The surface buildings of the colliery are of a progressive type and are being constructed in reinforced concrete. Underground, men and coal will be transported along different routes so that the miners will not be liable to the risk of being hit by trucks. The trucks themselves will be electrically-powered to eliminate the fumes which are given off by the diesel cars normally employed. Automatically-controlled skips will bring the coal from the pit bottom to the surface without men handling it. This system of raising coal will be fully automatic. As long as it is being drawn, twin conveyers will be at work and as one lift travels down to collect coal, the other will be bringing a new load to the surface. Additionally, workshops will be built underground to maintain the machinery as well as the transport locomotives. These electric cars will also be charged and garaged underground. To ensure good ventilation, giant fans of the most modern type are being installed. They will remove all the dust, grime and stale air and replace it with a flow of fresh air. The colliery when completed will give maximum production with minimum manual labour. It will be a close-knit unit, including a coal-washing plant, railway marshalling yard, workshops, pit-head baths and an office block.

A CRUCIAL MOMENT : Workmen await the return of the cage from the bottom of the pit during the first trial descent in this shaft which was made last month. It is estimated that the life span of the new colliery should be about ninety years and its peak output, which is due to be reached in 1960, will be around 4,000 tons a day.

CONSTRUCTION WORK ON THE RAILWAY LINE AT BARKING : Giant cranes swing girders into position to form a new bridge which will carry the St. Pancras to Tilbury lines over the River Roding at Barking—part of the vast electrification project which is being carried out there. This is said to be one of the most complex railway engineering exercises ever effected. The work at Barking is not due to be completed until 1959. It has been under way for some years.

On left—

BUILDING A FLY-OVER : Labourers are at work constructing a fly-over to take the traffic to and from Woodgrange Park over the main London-Southend and London Transport District lines. Another fly-over and a "dive-under" are being built so that lines can cross each other and congestion can be relieved. The goods yard at Barking will also be transferred and a new signal-box is being built at the station.

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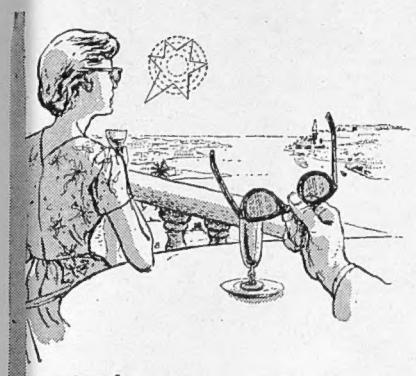
Winter in Sunshine



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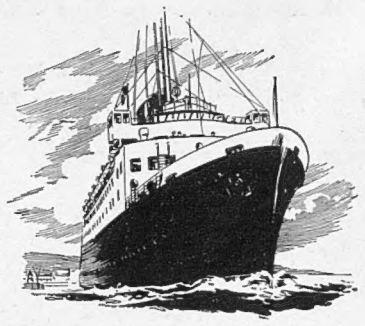

The leisurely way to France . . . via SOUTHAMPTON —LE HAVRE

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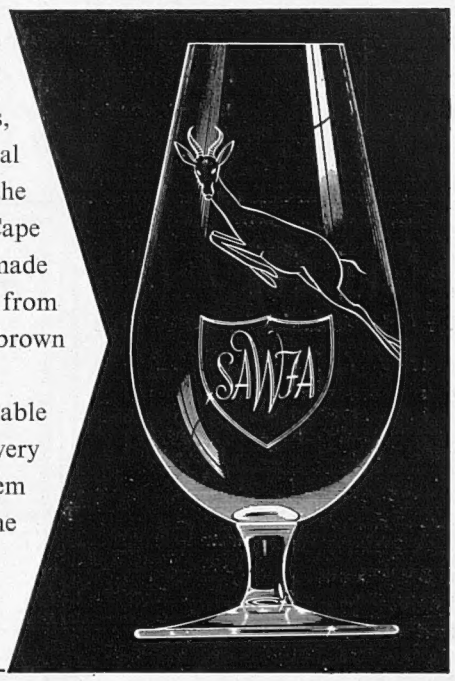

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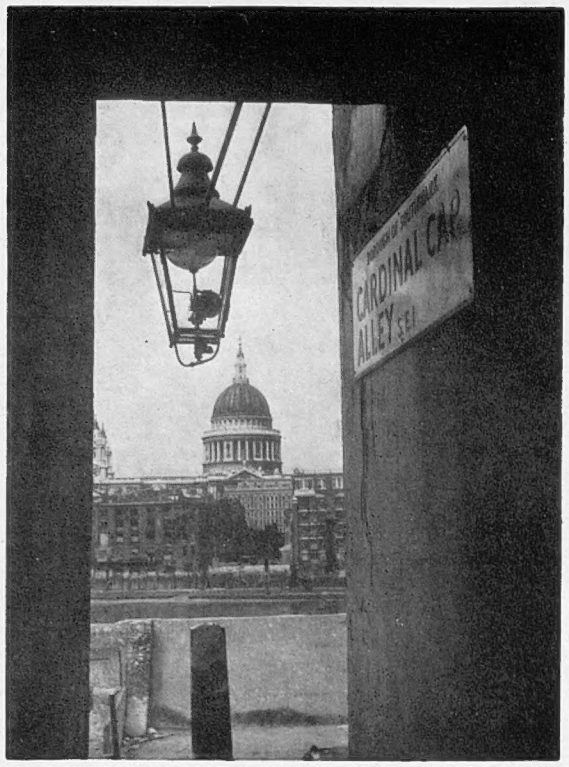
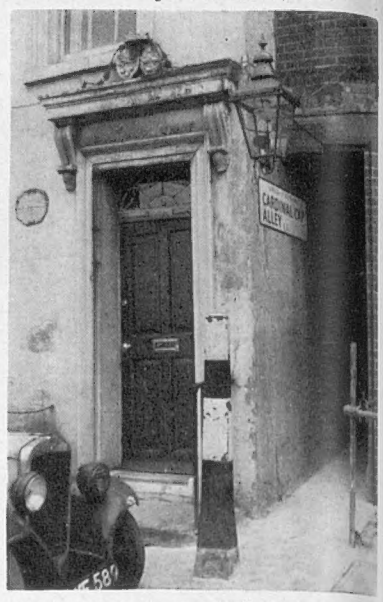
A Group of 18th-Century Houses in Southwark is Being Converted for the Use of the Cathedral Staff

THE HOME OF THE NEW PROVOST OF SOUTHWARK CATHEDRAL : Two of the three eighteenth-century houses in the foreground, which are situated on the riverfront, are being restored for the use of the Very Rev. George Reindorp. The third house will be for the Sacrist of the Cathedral. In the background the cranes are near London Bridge.

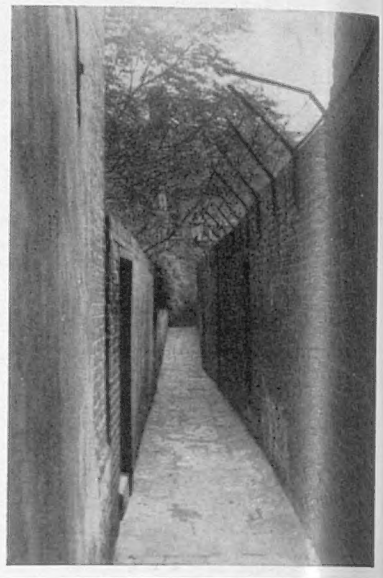


ST. PAUL'S CATHEDRAL FROM THE SOUTH BANK : The view is from Cardinal Cap Alley, which runs between the eighteenth-century houses and the house in which Wren is said to have lived while building St. Paul's.

The newly-installed Provost of Southwark Cathedral, the Very Rev. George Reindorp, has taken up residence in an eighteenth-century house which stands on Bankside, the borough's historic cobbled mile of riverfront opposite St. Paul's Cathedral. Until recently the Provost's home was, in fact, two houses. They formed part of the block of three which had been empty since the war and which are now being restored and converted for the use of the Cathedral staff. Much of the original brickwork has been retained on the façade of the buildings but the structure behind has been virtually rebuilt. Work on the Provost's house is expected to be completed by the middle of the month. The other house is to be occupied by the Sacrist of the Cathedral. Next door to the block of eighteenth-century buildings is Cardinal's Wharf, the house in which it is said Sir Christopher Wren lived while St. Paul's was being built. Between the houses is the narrow Cardinal Cap Alley.



THE DOORWAY OF CARDINAL'S WHARF : The small house is divided from the other three by Cardinal Cap Alley. *Below*—The view along the alley.



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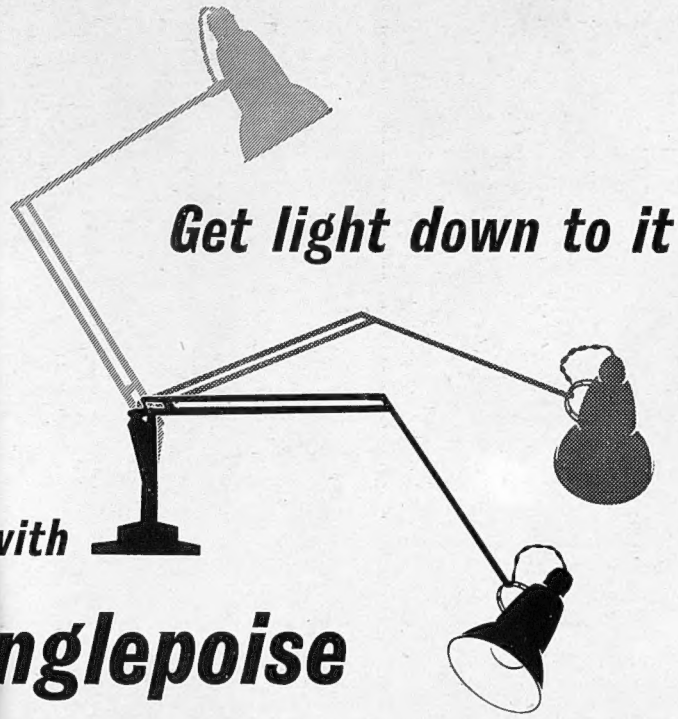

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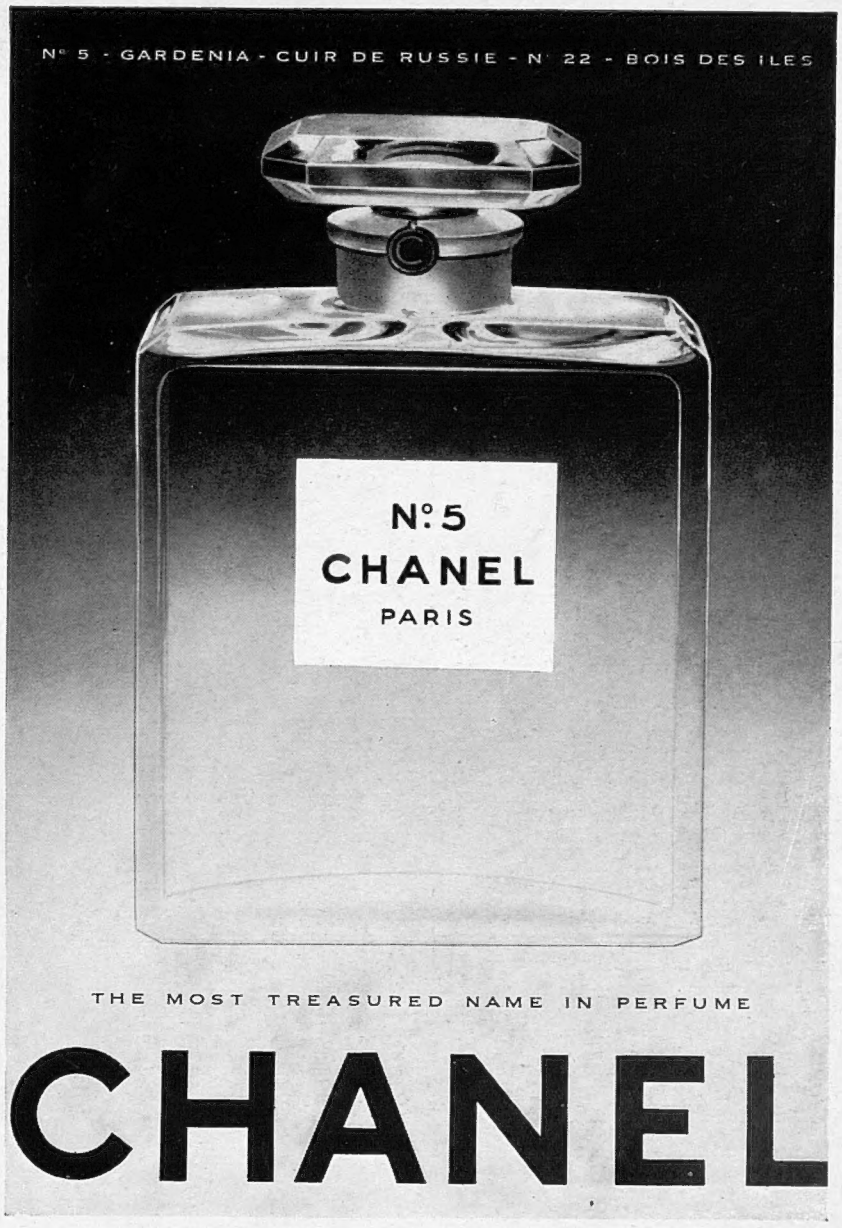

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